

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. E. Zacharias	SATURDAY, 25th Sept., 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leuz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"COULENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 10th September, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, SYDNEY	"X"	27th Sept., P.M.
MARSHILLES, VIA PORTS	"POLYNESIE"	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	"Lancelin"	11th Oct., P.M.
MARSHILLES, VIA PORTS	"OCEANIE"	12th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.
Hongkong, 14th September, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.
Hongkong, 9th October, 1900.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON 1, John Street, Bedford Row, W.C.
BOMBAY 10, Bevilacqua Street
SHANGHAI 166, Nanking Road.
Hongkong, 6th March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 115 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

(IN COURSE OF CONSTRUCTION.)

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 506, or 691.
Telegrams, "Dock, Yokohama," Codes A, B, G. 4th and 5th Edt.
Lieber, Sootta, A. L. and Watkins.
Yokohama, April 28th, 1903.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.
(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1903.

To Let.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1900.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1900.

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 162, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MCKAY TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1900.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1900.

Intimations.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL ORNAM and F. & O. SPECIAL LIQUOR SOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES
(Stocked, 10th March, 1900.)

TYPEWRITERS

FOR HIRE. REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central, Hongkong.

"INCOMMITTEE."

Those who are sufficiently interested to follow the proceedings, from time to time, of the Legislative Council of the Straits Settlements, must have noted the clockwork simplicity with which many new Bills are passed into law. Although complete unanimity on any one measure rarely exists between Unofficial and Official members, there are times when Bills are subjected to not more than merely "mild criticism" from those who sit to the Left and the consequence is that First, Second, and Third Readings follow at successive meetings of the Council as a matter of course. On the other hand there are Bills which from the first must be regarded as of a highly contentious character. Then the procedure is very different. It is perhaps not generally known—to those, say, whose interests are confined more particularly to what goes on at the Cricket Club, than what takes place in the Legislative Chamber—that the points at issue in a contentious measure are not thrashed out until the Second Reading stage is reached. The Second Reading passed, there is even more thrashing out when the Bill is taken in committee. In the debates on Second Reading, it may be said, only generalities and questions of principle are discussed, but in committee the actual details of the Bill are dealt with, its flaws removed, and its defects remedied.

All this, as we know, takes time, and very valuable time at that. There are those rare occasions, when, to the disgust of the Unofficials, and against their loud protest, new Bills of an important character are, in accordance with the instructions from the Secretary of State, "rushed through." These times the first and second readings, committee, and third reading are all taken at the one meeting of the Council, and the Bill virtually becomes an Ordinance on that day.

This "rushing through" process, to which the Straits Government has sometimes to resort, is fascinating to one who has seen the laborious progress of the Parliamentary Machine at Home. The beautiful simplicity of the Colonial method stands out in marked contrast to what takes place at Westminster. The fact that there is no Second Chamber out here is in itself a most tremendous one.

Leaving aside the question of the wearisome length of debates in the House of Commons, the enormous amount of time devoted to the consideration of Bills in Committee is worthy of notice. It has been said, time and again, that the real business of Parliament is done in committee, and one is inclined to agree with the assertion. It is a very "real" business indeed.

The committee rooms of the two Houses of Parliament are over twenty in number, and the proceedings therein occupy the time and attention of a vast number of people. This is in relation, more particularly to Local Legislation—meaning by that the Bills introduced into Parliament by municipal corporations, railway companies, and the like.

In the first place there is a small army of Parliamentary Agents always in attendance. They are the necessary intermediaries between the promoters of Bills and of Parliament itself. Their duty it is to see that all necessary formalities are complied with, that the way is properly paved for the progress of the Bill through the two Houses, and that no loophole is left for a Bill to be thrown out on a technical point.

The committees themselves are composed, as a general rule, of members of the two Houses specially qualified, from experience, to deal with certain subjects. The time they devote to this work—very arduous work it is—should earn for them the gratitude of the nation at large, and not merely the perfunctory thanks of more isolated communities.

Then there is the Parliamentary Bar. (This has no connection except at the all-too-short half-hour intervals, with the other "bars" conveniently situated in the corridors adjoining the committee rooms). The Parliamentary Bar is undoubtedly "a great institution." The stranger opens his eyes pretty wide when a bewigged and beghowned barrister passes by, and someone observes: "That is Mr. So-and-so, K. C. He is making between £30,000 and £40,000 a year in the Parliamentary practice." Yet this is the case in respect to one eminent person in mind. There are several others who make handsome incomes, and who, like certain of their brethren whose names are names to conjure with in other legal spheres, would turn up their noses at being made a judge, with a salary of merely £5,000. It is, one might say, a matter of taste.

Then, behold a Parliamentary Committee in the throes of dealing with a local Bill. A County Council wants to deal with a pressing problem of water supply by forming a Water Board. Here we have counsel urging on the committee reasons why the said Board should be formed. Counsel, similarly, contend fiercely for preserving the existing rights of this or that rural or urban district Council, water company, or what not. Hears of witnesses are called for and against the scheme, which has to be explained in the minutest detail, and in the end the committee has to make up its mind whether the case has been proved for or against. Plans, photographs, facts and figures are produced in rich profusion, and finally after, sometimes weeks of talk, the parties concerned hear, with a sigh of relief (or of regret, as the case may be) the words from the lips of the Chairman. "We find the preamble of the Bill proved, and it will be reported to the House for third reading."

Then, we will say, is a Commons' Committee. The whole thing has to be gone through with again before a committee of the House of Lords. No wonder one sometimes hears of "tired legislators."—H. in Singapore Free Press.

YUEN HING,
No. 4, D'AGUILAR STREET.
FACTORY SWATOW KIA LAK.
MANUFACTURE WHOLESALE & RETAIL. DEALERS in all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality.
Hongkong, 5th August, 1900.

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, &c.

DAVID WOOD,
Hon. Secretary.
Hongkong, 6th September, 1900.

TENDERS are invited for the SUPPLY to the M. NAVAL YARD of the undermentioned Timber Materials for one year from 18th October, 1900, viz:—

TEAK	BAULK, THICKSTUFF,
AMERICAN FIR or	SCANTLING, PLANK,
OREGON PINE	CAMPOR WOOD
CAMPOR WOOD	AND BOARD.
HARDWOODS	OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on and prox., should be sealed and addressed to the Naval Store Officer, H. M. Naval Yard.

The lowest or any Tender will not necessarily be accepted.

Hongkong, 13th September, 1900.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche & Co."

Per Bot.
XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?
FRENCH STORE
Sole Agent.
Hongkong, 30th April, 1900.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

Week Days.

7.00 a.m.	10.00 a.m.	Every 10 minutes
7.30 a.m.	10.30 a.m.	Every 15 minutes
8.00 a.m.	11.00 a.m.	Every 15 minutes
8.30 a.m.	11.30 a.m.	Every 15 minutes
9.00 a.m.	12.00 noon	Every 15 minutes
9.30 a.m.	12.30 noon	Every 15 minutes
10.00 a.m.	1.00 p.m.	Every 15 minutes
10.30 a.m.	1.30 p.m.	Every 15 minutes
11.00 a.m.	2.00 p.m.	Every 15 minutes
11.30 a.m.	2.30 p.m.	Every 15 minutes
12.00 noon	3.00 p.m.	Every 15 minutes
12.30 noon	3.30 p.m.	Every 15 minutes
1.00 p.m.	4.00 p.m.	Every 15 minutes
1.30 p.m.	4.30 p.m.	Every 15 minutes
2.00 p.m.	5.00 p.m.	Every 15 minutes
2.30 p.m.	5.30 p.m.	Every 15 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half-hour.

SUNDAY.

8.00 a.m.	9.00 a.m.	Every 15 minutes
9.00 a.m.	9.30 a.m.	Every 30 minutes
9.30 a.m.	10.30 a.m.	Every 15 minutes
10.30 a.m.	11.30 a.m.	Every 15 minutes
11.30 a.m.	12.00 noon	Every 15 minutes
12.00 noon	1.00 p.m.	Every 15 minutes
1.00 p.m.	3.00 p.m.	Every 15 minutes
3.00 p.m.	6.00 p.m.	Every 15 minutes
6.00 p.m.	7.00 p.m.	Every 15 minutes
7.00 p.m.	8.00 p.m.	Every 15 minutes

NIGHT CARS on Week Days SATURDAY.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1900.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1900.

D. NOMA,
PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1900.

Intimation.

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 9th September, 1909. [647]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 31st June, 1909, will be payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from the 15th instant to the 25th September, 1909, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th September, 1909. [640]

For Sale.

FOR SALE

AT

GRACA & CO.

27, Des Voeux Road.

VIEW Post Cards and Asiatic Postage Stamps. Novels, Books for parlour and household use.

"The Doctor at Home"—1909 edition. Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds. Relief Scraps and Scrap Albums. Toy Books for Children.

Manila Cigars and Cigarettes. Stamps in Sets, Packets, Bags and Single. Large Assortment of Albums for Stamps and Post Cards.

Postage Stamps Catalogues by Lincoln, Scott, Stanley Gibbons, Scott and Tallents. Suck Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tweezers, Magnifying Glasses, Perforation Gauges. Water Mark Detectors.

Massey's Commercial Map and Directory. &c., &c., &c. Inspection invited.

Hongkong, 6th September, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

11, D'ARVILLE STREET,

HONGKONG.

Hongkong, 6th September, 1909. [64]

Dentistry.

TSIN TING.

ATTEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEE

Consultation Free.

[6]

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

[6]

Consignees.

SS. "OCEANIC."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. *Cordoba*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 13th September, at 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th September, at Noon, will be subject to rest and landing charges.

All claims must be sent in to me on or before the 20th September, or they will not be received.

All damaged packages will be examined on MONDAY, the 20th September, at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPAGNE, Agent.

Hongkong, 13th September, 1909. [69]

THREE "RECORDS."

BIRTHS, MARRIAGES, AND INFANTS' DEATHS

The persistency with which the Registrar-General, in his official reports dealing with the population of the United Kingdom, refers to the dwindling birth-rate, and announces a further "lowest on record," is becoming almost monotonous. But in the quarterly return issued on 17th ult. these "records" are mentioned—lowest birth-rate for the second quarter of any year, lowest marriage rate for the first quarter, and lowest infant mortality recorded in any quarter.

The diminishing mortality among infants is at least a gratifying set-off against the birth and marriage rates.

LOWEST BIRTH-RATE.

The births registered in the three months ended 30 June last numbered 237,142, and were in the portion of 26.6 annually per 1,000 of the population.

This is 1.9 below the mean rate in the 10 preceding second quarters, and "is the lowest birth-rate recorded," adds the Registrar-General, "in any second quarter since the establishment of civil registration."

In registration counties with populations exceeding 100,000 the lowest rate was 20.5; in Sussex, and the highest 37.6, in Monmouthshire.

In 76 great towns the rate averaged 26.6, ranging from 15.9 in Hastings to 40.9 in Rhondda Valley South Wales.

RECORD MARRIAGE RATE.

In the first quarter of 1909 (the period dealt with in the report under notice in respect of marriages) the marriages of 9,084 persons were registered, being equal to an annual rate of 10.2 persons married per 1,000 of the estimated population.

This is 1.1 per 1,000 below the mean average rate in the preceding first quarters, and "is the lowest rate recorded in any first quarter since the establishment of civil registration."

The lowest rates, according to counties, were: 7.0 in Northamptonshire, 7.6 in Essex, 7.7 in Bucks, and 8.1 in Middlesex; while the highest were 12.9 in Glamorganshire and 13.1 in Monmouthshire.

The deaths registered during last quarter in England and Wales numbered 125,031, and were in the proportion of 14.0 per 1,000 persons living. This rate is 1.3 below the mean rate in the ten preceding second quarters.

DECLINE IN INFANT MORTALITY.

A gratifying record is, as already mentioned, in the decline of infant mortality. Of the total deaths 22,579 were those of children under one year of age, and infantile mortality, measured by the proportion of deaths under one year to registered births, was equal to 95 per 1,000.

This proportion was 17 per 1,000 below the average in the ten preceding second quarters, and was, in the language officially used, "the lowest rate recorded in any quarter since civil registration was introduced."

The population of the United Kingdom in the middle of 1909 is estimated at 45,004,384.

OUR GREAT SHIPPING.

OFFICIAL FIGURES PROVE BENEFITS OF FREE TRADE.

The story of the navigation and shipping of the United Kingdom for 1908 is told in a Board of Trade Blue-book, just published.

It contains much curious and interesting matter, and much more still that should be known by everybody while the operators of the Tariff Reform League remain at the street corners.

70,654 SAILERS AND STEAMERS.

Last year 70,654 sailers and steamers in the foreign and colonial trade (tonnage nearly 66 millions) entered and left ports of the United Kingdom in cargo and in ballast. Of these 36,447 were British-owned, with a tonnage of 39 millions.

London is far the chief port of the kingdom still, being credited with the entry of 10,378 vessels during the year (over 11 million tons). Liverpool takes second place with 3,200 ships of 8,000,000 tons. The Tyne ports are third, and Southampton fourth.

It is certain that few people could place the fishing ports of England in the order of their importance. But Grimsby takes first place with 413 fishing craft of 41,000 tons, employing 5,591 men and boys. Hull follows with 710 vessels (33,000 tons), employing 4,975 men, and Lowestoft is easily third with 807 vessels (nearly 26,000 tons), employing nearly 4,661 men.

Lowestoft is twice as important a fishing centre, in fact, as Yarmouth. But Bapf, in Scotland, with a fleet of over a thousand craft, employs more fishermen than any of the English ports.

BUILDING DURING 1908.

In building during 1908 Glasgow leads with 114,106 tons, Newcastle is second with 60,756 tons, and Belfast third with 59,757 tons. London distinguishes itself by being the only place where any iron vessels were built during the year—a small matter of 633 tons. Ships are now built exclusively of steel or wood.

Eleven war vessels of over 15,000 gross tons were built for foreigners in the United Kingdom last year, and nearly 20,000 tons of merchant shipping, sail and steam. Newcastle and Glasgow got the bulk of the orders.

The Blue-book makes plain the result of the language test imposed by the present Government on seamen signing on British ships. Aliens (not being Japsans) who signed on during last year from British ports under the red ensign dropped from 32,225 to 29,867.

OF INTEREST TO GERMANOPHOBES.

It may interest the Germanophobes to know that more British tonnage cleared outwards to Germany than to any other country excepting France and the United States. The tonnage to German ports amounted to half that which cleared outwards to all the British colonies and possessions combined. The actual figures are—Germany, 5,012,339 tons; British possessions, 7,077,182 tons. It ought to be very carefully remembered that there were last year over 32 million tons of British shipping dealing with our foreign trade, and a tonnage of a little over

seven millions with the British possessions. In addition, foreign vessels of a tonnage of 15 million tons gave employment at our ports during the year, and the colonial tonnage handled was 647,884.

Lastly, as a result of the "protective" navigation laws of the United States, six and a half million tons of British shipping dealt with American cargoes for British ports, against less than half a million tons American owned. The annual statement of British shipping, with its comparative tables, is unanswerable as an argument for Free Trade.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"NICOMEDIA."

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th September, 1909. [653]

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA."

Captain Knaibel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 14th September, 1909. [658]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN."

FROM ANTWERP, LEITH, MIDDLES-

BRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th September, 1909. [660]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *India*.
From Calcutta, ex S.S. *Japan*.
From Persian Gulf, ex B.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

A. A. HAWLEY, Superintendent.

Hongkong, 15th September, 1909. [661]

HONGKONG AVERAGE MARKET PRICES.

Corrected 21th September, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk.

" Roast—Shio.

" Breast—Ngau Lam.

" Soup, Tong Yuk.

" Steak—Ngau Yuk Pa.

" Sirloin—Ngau Lau.

" Sausages—Ngau Yuk Chang.

Ballocks' Brains—Know—per set.

" Tongue fresh—Ngau Li—each.

" Corned—Ham Ngau Li—each.

" Head—Ngau Tau.

" Heart—Ngau Sum—per lb.

" Hump, Salt—Ngau Kin.

" Feet—Ngau Keok—each.

" Kidneys—Ngau Yiu.

" Tail—Ngau Mol.

" Liver—Ngau Con.

" Tripe (undressed)—Ngau To.

Calves' Head and Feet—Ngau-chai-

tan-keok—set \$1.00.

Mutton Chop—Young Pal Kwai.

" Leg—Young Fai.

" Shoulder—Young Shau.

Pigs' Chillings—Ohl cheong.

" Brains—Ohl Kwau—per set.

" Feet—Ohl Keok—each.

" Fry—Ohl Chak.

" Head—Ohl Tau.

" Heart—Ohl Sum—each.

" Kidneys—Ohl Yiu—pair.

" Liver—Ohl Kon.

Port, Chop—Ohl Pal Kwai.

" Corned—Ham Cho Yuk.

" Leg—Ohl Pui.

" Fat or Lard—Ohl Yau.

Sheep's Head and Feet—Young Tau.

" Keok—set.

" Heart—Young Sum—each.

" Kidneys—Young Yiu.

" Liver—Young Con.

Sucking Pig, To Order—Ohl Chai.

Suet Beef—Sang Ngau Yau.

" Mutton—Sang Young Yau.

Veal—Ngau Chai Yuk.

" Sausages—Ngau Chai Yuk Tong.

[65]

POULTRY.

Chicken—Kal Ohl.

" Capons, Large, Small—Sin Kal.

Ducks—Ap.

Doves—Pan Kau.

Eggs, Hen—Kal Tau.

Fowls, Canton—Kal.

" Hainan—Hoi Nam Kal.

Geese—Ngo.

" Wild Shanghai—Sheng Hoi Ye.

" Ngo.

Musk Deer—Wong Keng—each.

Hare—To Chai.

Partridge—Ghe Khoo.

Pheasant—Shan Kal.

Pigeons, Canton—Pak Kup.

" Holchow—Holchow Pak Kup.

Quail—Um Ghun.

Rice Birds—Wo Fa Ohn.

Snipe—Sa Chai.

Turkey, Cock—Fo Kal Kung—per lb.

" Hen—Na.

Wild Ducks, Shanghai, Sol-ap.

Teal, Shanghai, Sol Ap Chai.

Wild Ducks, Canton—Sang Shing Sol.

" Ap—per pair.

[66]

FISH.

Barbel—Ka Yu.

Bream—Bin Yu.

Canton Fresh Water Fish—Hoi Sin Yu.

Carp—Li Yu.

Catfish—Chik Yu.

Codfish—Mun Yu.

Crabs—Hal.

Cuttle Fish—Muk Yu.

Dab—Sa Wang Yu.

Dog Fish—Tik Yu Sa.

Eels, Congor—Hal Man Yu.

" Fresh water—Tam Sol Yu.

" Yellow—Wong Sin.

Frog—Tien Kal.

Garoupa—Sek Pan.

Gadgoups—Pak Kup Yu.

Herring—Tao Pak.

Halibut—Cheung Kwan Yu.

Labrus—Wong Fa Yu.

Loach—Wo Yu.

Lobsters—Lung Ha.

Mackerel—Ohl Yu.

Monk Fish—Mou Yu.

Mullet—Chai Yu.

Oysters—Sang Hoo.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.
SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.
STONE GINGER BEER

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Le Mesurier Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 17, 1909.

ON LIQUOR GENERALLY.

Hongkong at last stands committed to the principle of import duties on alcoholic liquors, through the medium of a Bill whose draughtsmanship is confessedly ridiculous and whose provisions are nothing more or less than a hotch-potch of legislative enactments. Three times have the members of the Legislative Council been called together to discuss this question of raising revenue from the importation of intoxicating liquors, three times have they collected their combined thunder of disapprobation, on the unofficial side of the House, and three times

have they assembled only to learn that between whiles their studies have been in vain because new Bills had been prepared for their acceptance. Such a tinkering and patching have seldom been seen in a Bill which strikes at the roots of the Colony's policy, and were it not that everybody is convinced that the Government's sole desire has been to frame a measure which will secure the support of the Council and be acquiesced in by the community generally, we should be inclined to suggest that it was an attempt to bewilder the members by a multitude of labyrinthine problems. But far from that being the case, it is as clear as daylight that the Government has spent sleepless nights and arduous days over this unhappy measure with the sole object of flattening it into a form that would least offend the susceptibilities of the public. If the Government has not entirely succeeded, the officials charged with the framing of the Bill are not to blame, for in the first place they were attempting the next to impossible, and, in the second, they were flying in the face of the most cherished traditions of the Colony. And as ill-luck will have it, His Excellency the Governor is the greatest iconoclast of them all. A sorry task he undertook, and we can admire the courage which enabled him to endure the opprobrium which must attach to the exponent and advocate of an unpopular Bill. Necessity, however, knows no law, and it was either a duty on the imported liquor—a duty which would affect all and sundry—or an increase in the fees paid by licence-holders which would only hit the few—or bankruptcy. As the least of those evils, the Government adopted the principle of import duties, leaving it to the future to decide whether the policy as defined by the Ordinance will prove beneficial or the reverse.

In order to impress the Council with the magnitude of the difficulties which have to be overcome by the Government, His Excellency went at some length into the financial condition of the Colony and a doleful, melancholy, depressing tale he had to unfold. The oftener we read His Excellency's statement the more dispirited do we become, but this question is not up for discussion at present. We must leave it alone until the Governor presents the Budget for the year in the course of a few weeks. All we can say is that we envy no man the duty of seeking to make ends meet in this Colony, whose resources are limited and whose expenditure seems likely to become colossal. What we are concerned with is the fact that Hongkong is to become a full-fledged Customs station with its preventive service, its body of searchers, its informers on the hunt for booty and all the rest of it. The Attorney-General, as Mr. Murray Stewart pointed out, "built up a defence of certain important powers and gracefully retired under cover of it." One of those powers, we take it, was the right to search the baggage of passengers arriving in the Colony. The Attorney-General himself in one part of his speech seemed to indicate that such a power would be conferred when he said: "This Bill will, of course, contain such measures as are essential for the enforcing of the duties which the Council empowers the Government to impose. The provisions of the Bill in that respect necessary have been made, as hon. members will see when we go into Committee, as inoffensive as it is possible for any such measures to be. Of course, it is always disagreeable to have your baggage searched, but the baggage is in most cases not searched unless there is some reason to suppose that the person accompanying the baggage has in it articles liable to duty." The Bill, of course, does contain, and must contain, and would be no good unless it did contain, powers which give to revenue officers the right, should occasion arise, to see that the Government is not being defrauded of revenue. That is all we can say about those provisions. That statement would lead one to believe that the searching of passengers' baggage would be an essential feature of the Customs officers' duties, yet we find the Attorney-General saying later on: "With regard to the proposal which we originally thought seemed necessary, and which some may still think necessary, with regard to the inspection of baggage, we propose to ask the Committee to strike out that clause, without which we trust to be able to make the Bill effective." If that means anything at all, it means that baggage will not be searched except in those cases where information had been received leading to the suspicion that smuggling was being attempted. The fact is that while one section of the Legislative Council was speaking with reference to one Bill the Attorney-General was dealing with a totally different one. Even the senior unofficial member found that his arguments were directed against a Bill which had been withdrawn in favour of a new measure which apparently nobody had seen with the exception possibly of a few official members and as they took no part in the discussion their opinion on the matter does not count. It only shows the hasty and somewhat slipshod fashion in which this Bill—perhaps there may be another in existence before this is printed—has been formulated, how it has been chipped and chipped and mangled out of all recognition and how the sole aim of the Government has been to get a

measure pushed through the Council with the utmost possible despatch. But that is not the way in which laws of such a drastic and far-reaching character are usually passed. This Bill to provide for the collection of duties upon intoxicating liquors may mean the life or death of the Colony. What is to prevent the Government of a future day saying: "You have adopted the principle of import duties in respect of liquors; all we ask now is that you extend that principle to raw sugar and rice." Logically, the Government would be perfectly justified in taking up such an attitude. It would not materially add to the labours of the "man in the brass hat" or dislocate the machinery for the collection of duties already in full operation. We have previously dealt with the question of the revenue which the Government in the most sanguine spirit expects to derive from the imposition of duties on intoxicating liquors. Well, he sees most who lives longest, but we are of opinion that the Government is unduly optimistic if it expects to gain seven and a half lakhs from the duties on liquors in 1910 and ten lakhs in 1911. We may be, a community given over to the consumption of dutiable liquors but we are not without the saving grace of economy—compulsory in most cases—and a matter of ten lakhs of dollars is not the trifling that certain people seem to deem it. However, we will hope for the best and trust that the enhanced prosperity of the Colony will enable the inhabitants to indulge in a luxury for the sake of the Government finances. The principle is adopted and that is all there is to say about it.

WAS IT A CRIME?

It will be remembered that some time ago the Government was asked by the member of the Legislative Council representing the Justices of the Peace a question regarding the punishment meted out at the Magistracy in the case of a drunken man who practically ran amok and struck a European as contrasted with a case in which a ricksha coolie or some such person did some trivial thing and was fined a heavy sum. At the time that question was submitted we suggested that neither were the cases analogous nor were they of importance. But the other day we found in a corner of the paper a small paragraph to the effect that a Chinaman, a shroff or assistant comprador in one of the largest shipping firms in the Colony, suffered to the extent of \$100 for an offence, which, with all deference, we submit was a pardonable one, and also one which any of us might commit unwittingly. As we have said, the paragraph was of no size, insignificant, unworthy of attention, and consequently the facts which led the Magistrate to appraise the delinquency at \$100 are not quite palpable. But from what we gathered from what was stated at the first hearing, showed that a lukong had come to the accused's, on the out look or quest for a couple of men. The lukong, according to the story we read, was considered to be a matquader by the shroff and he promptly locked up the lukong and his two prisoners in a room in the building in which he was employed. Now, mark this as evidence of the good intentions of the shroff, he immediately telephoned to the Central Police Station telling what he had done. Is that the action of a man of guile? Does it not show that he had a body-side idea that the lukong was playing a part? We should say here that we do not know from the evidence recorded whether the Chinese police official was in uniform or not. All the same, the shroff informed the Central Police Station that he had in custody three men, one of whom pretended to be a lukong, and he wished the police to inquire into the matter for themselves. "It may be that, the shroff took too much upon himself, but we have all heard of the 'confidence trick' and it is possible that this shroff believed himself to be an Oriental Sherlock Holmes. On the arrival of representatives of the Force it was found that the alleged lukong was actually and truly and confirmed a lukong. What happened to him and his two prisoners we cannot tell, but the shroff was arrested on a charge of obstructing a police officer in the execution of his duty. He was tried and fined \$100. Some days later he asked that the case be reopened in order that he might call evidence. The petition was granted and the fine was confirmed—he had to pay the \$100. What we would submit is that anybody might be guilty of such a blunder in the case of a Chinese lukong. We do not suggest that the lukong was arrogant, overbearing or dictatorial, but if anyone came to an average business office, claimed to be a Chinese police officer, and insisted on exercising his authority without giving any proof of his credentials, we fancy the same thing might happen again. Then why fine this unfortunate shroff \$100, when he thought he was doing his duty as a citizen? If he had locked up the lukong and let the others go we could see the force of the suggestion that he might be an accomplice, but he locked up the whole lot and crowned his exploit by telephoning to the Central Police Station. Where was the crime in that? And why was the punishment so heavy?

Canton-Kowloon Railway Sensation.

MR. BUTLER WRIGHT BEFORE THE COURT.

The following report is from the *Shanghai Times* of 14th inst.:

In H. B. M.'s Police Court, yesterday, before Mr. C. W. King, Magistrate, the charges against William Butler Wright, accountant on the Chinese section of the Canton-Kowloon Railway, whose arrest was effected on September 6 on board the s.s. *Tenyo Maru*, were announced.

Defendant was represented by Mr. J. C. E. Douglas, while Mr. S. H. McKean appeared on the instructions of the Crown Advocate, and handed in the warrant received by the consular authorities for the apprehension of the accused.

His Worship said that the warrant was signed by the acting Consul-General at Canton, and set forth that William Butler Wright, accountant, Canton-Kowloon Railway, Chinese Section, did on September 14, 1908, and December 30, 1908, fraudulently embezzle the sums of \$5,000 and \$13,000 respectively, the property of his employers, the aforesaid railway administration.

Mr. Douglas—I would ask to whom that warrant is directed?

His Worship—To the chief constable, H.B.M.'s Constable-General, Shanghai.

Mr. Douglas—Then that is not the original warrant.

His Worship—I believe it is.

Mr. Douglas—It should be directed to the officers of his own Court. The Consul there has no authority to issue a warrant to any one outside his own provincial Court, but I shall not go into that just now. Mr. William Butler Wright is perfectly willing to give all facilities to the authorities and to return at once to Canton to go into any matter which require to be gone into in his business, and I do not consider it my duty to say anything just now about the course which has been adopted. But I wish the Court to understand that we wish to give every facility for an immediate return. I have only one application, that is, that the Court here should fix the amount of sureties which the Court will accept. Mr. Butler Wright is quite a stranger in Shanghai, and he does not propose to try to find the sureties here. For that reason I made no application to your Worship earlier. But, I should like this Court, either yourself or the judge, to fix the amount of sureties. Of course, the personality of the sureties must be fixed at Canton, but I make this application for the Court to settle the amount so that on his return to Canton he may be released at once. It will not be possible for me to go down on the same steamer as he does, and that would put him in the position, if the Court does not grant my application, to have to apply for bail personally. The Consul will not be in a position until a few days after Mr. Wright's return to hold a preliminary investigation.

His Worship—I propose to adopt the course of returning him in custody.

Mr. Douglas—This Court has power, I believe, to hold the whole preliminary examination, and this Court has power to fix the amount of the bail subject to the sureties themselves being agreed to by the Consul. I would ask the Court now to make an order for bail for his release on his arrival at Canton.

His Worship—Is this warrant there are two charges, altogether for \$18,000. Supposing that after the warrant had been issued, subsequent investigations showed that the amount alleged to have been embezzled was found to be considerably higher than the amount asked by this Court?

Mr. Douglas—This Court can fix two substantial securities—men who would be interested in seeing Mr. Butler Wright come to his trial. These would be fixed, relatively speaking, without reference to the amount of the money alleged to be embezzled. Mr. Wright would have no difficulty in Canton in finding satisfactory sureties.

His Worship—I prefer, Mr. Douglas, that the application be made to the Consul at Canton, though, of course, there is always an appeal to Supreme Court on a question of bail.

Mr. Douglas—Your Worship can see that there is a difficulty. Mr. Wright will arrive there in custody, and would have to be remanded there or make the application himself. And Consuls are not so familiar with these questions of bail as this Court is. If the Court refused my application I shall have to make it direct to the judge who will perhaps be the best man to settle it.

His Worship—Perhaps. However, all I know is that the warrant comes direct from Canton, and that the first charge was for \$13,000 and that now there are two charges. I cannot fix bail without knowing the whole circumstances.

Mr. Douglas—It is a matter of convenience. Besides Consuls are not so familiar with questions of bail as this Court here.

His Worship—I don't think there will be any difficulty about that.

Mr. Douglas—Mr. Wright will be ready to go back at the convenience of the Court.

His Worship—I shall have to consult with the consular authorities regarding that.

Mr. McKean—I now apply under rule 38 that a warrant be issued to be sent to Canton.

The Court then adjourned, His Worship signifying that this would be issued.

CAPTAIN Flagg of the *Kuluwa* had a narrow escape from drowning at Hankow last Tuesday evening. He slipped from the pontoon during the gale and fell into the river, fortunately falling clear of the pontoon. After being buffeted about by the waves for some time he managed to reach the bank where Mr. Janitz, a tide-waiter in the Customs service, helped to pull him ashore. The *Hankow Daily News* records, with a feeling of thankfulness, which will be shared in Shanghai, that the Captain is so young for his early experience.

ICY QUESTION IN HOT WEATHER.

IMPORTANT JUDGMENT ON TECHNICAL POINTS.

The Court of Appeal in Hongkong delivered interesting judgments yesterday in the celebrated case of ice vs. plate ice action instituted by the Hongkong Milling Company against Messrs. Arnold, Karberg & Co. The plaintiffs claimed \$100,000 damages because, it was alleged, the plate supplied by the latter did not accord with the original requirements.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Laker and Deacon. In the course of a lengthy judgment the Puisne Judge dealt with the meaning of the word "clear" as appeared in the warranty, and said there was as far as he could see no evidence at all that the adjective "clear" had, in the ice trade any other than its ordinary meaning. It would certainly be difficult to say from a certain passage in Borsig's catalogue whether the words "clear" and "transparent" were opposed to one another or not. On the whole he was inclined to think they were not. The suggestion made on behalf of the defendant amounted to this, both parties to the contract were well aware that all can ice was inferior to plate ice. They knew that the Hongkong Ice Company made plate ice which had no core, and that Borsig's plant produced can ice which had a core. When they agreed the one to sell and the other to buy a can ice plant warranted to produce ice equal in clearness to that of the ice Company, they had in contemplation that it would produce ice of an entirely different kind from, and for clearness in no way comparable to, the ice Company's ice. It would follow from this that when Mr. Borsig made his contract with Jardine, Matheson and Company and gave a similar warranty of clearness for the ice he was to supply, he knew perfectly well that it was a warranty he could never fulfil. He could not put this construction on the language used. This much was at any rate certain, either they did not really know very much about the different systems of ice plant and their respective products and were content to give and receive guarantees in a somewhat unbusinesslike manner, or they used words in a sense very different from the usual meaning of those words, or they really believed, whether wisely or prudently or not, that with an up-to-date and scientifically constructed can plant they could turn out ice as clear and transparent in every part as the plate ice. He was inclined to accept the last of these alternatives.

His Lordship went on to say that it followed that the ice produced did not come up to the warranty and he found this as a fact. The plaintiffs never got the ice they bargained for, and he saw no reason why they should be obliged to take a quality of ice entirely different to that for which they had contracted and which they did not want. To put a new sort of ice of inferior keeping quality on the local market in the face of the powerful competition of the ice Company was a speculation on which they were not called to embark, at any rate at their own risk. There was a clear breach of warranty. On the question of special damages he reserved judgment.

The Chief Justice animadverted on the manner in which the case had been conducted and said the case had been fought with an acrimony that was absolutely unnecessary. He held that the case for the plaintiffs was made out, and said the Court had yet to consider the question of special damages. It was a question they could not at present agree upon, but they hoped in the course of the next week to do so, when they would add to their judgment in chambers. For the present judgment would be for plaintiffs with costs of the machine, exclusive of the question of profits, which would be referred to the Registrar to report. They would add to their judgment in chambers whether they could allow special damages or not.

THE HON. AMOS P. WILDER.

The Washington correspondent of the *Boston Transcript*, under date of July 30, gives publicity to a rumour that the Hon. A. P. Wilder, Consul-General for the United States at Shanghai, will probably be appointed to the position of Assistant Secretary of the Treasury in succession to the Hon. J. B. Reynolds. We sincerely trust that this rumour will prove to be without foundation and that Mr. Wilder may carry out his original plan and return to Shanghai late in October.—*Shanghai Times*.

SIXTY persons have died of cholera in the native quarters at Chemulpo.

THE French mail of the 17th August was delivered in London on the 16th inst.

THE Chinese Government has decided to forbid the currency of foreign paper money in China after five years.

A TOKIO paper alleges that Russia is demanding the right to construct a railway to connect Hongchue with the Chinese Eastern Railway.

TWO sailors belonging to the U. S. cruisers *Cleveland* and *Charleston* were each fined \$5 at the Magistracy to-day for being drunk and incapable.

WE have received a copy of the schedule for the 1910 Flower and Vegetable Show to be held under the auspices of the Hongkong Horticultural Society.

THE Peking correspondent of the *Yiji Shimpo* states that, with a view to assuming an active rôle in mining, forestry, railway and other enterprises in Manchuria, America is endeavouring to purchase the district of Changchun, and Maosenhan.

THE FORMOSAN ABORIGINES.

THE DIFFICULTY OF SUPPRESSION.

A Tokyo dispatch to the *Asahi* quotes Mr. Oshima, Director of the Civil Administration Bureau in Formosa, who is now in Tokyo, for the following statement on the question of controlling the aborigines:—

"The control of the savage aborigines is the most difficult of the undertakings in Formosa. The Formosan Government is much concerned over the matter, and has been taking all possible measures for the suppression (*abatement*) of these people. The defence line could by now have been advanced to some considerable extent, but owing to a lack of funds it is impossible for the authorities to adopt all the desired measures. The total force now engaged in the operations of advancing the defence line is more than six or seven thousand volunteers and six or seven hundred police officers. This force is not regarded as strong enough to bring the aborigines under the control of the authorities. It is now proposed to increase the annual expenditure for this object to ¥3,000,000 from next year, the amount now appropriated being ¥2,300,000. If this proposal is approved by the Diet, the operations for advancing the defence line will be greatly expedited, and in five or six years a satisfactory result should be attained. The region now occupied by the aborigines is about one half of the whole area of the island. Taking the total area of Formosa at 24,000,000 square ft., 12,000,000 square ft. is in the occupation of the aborigines. In some quarters the action taken by the Formosan Government is regarded as being too lenient, and the authorities are urged to suppress the aborigines once for all. But such an undertaking is impracticable. The Formosan Government has been convinced from past experience of the impracticability of employing an organised military force in the aboriginal region. The defence line is now being advanced in the direction of Tuyen and Shichiku. The hostility to the advancing force now shown by the fierce tribe of Gosaban, known as the Ataiyari tribe, is due to the instigation of Chinese bandits who have taken shelter in the aboriginal region, but the tribe will be suppressed before long. The aboriginal population of Formosa is estimated at 170,000, including the Ataiyari tribe, the members of which number between 40,000 and 50,000.

DEARTH OF JAPANESE SPINNING OPERATIVES.

FEARED INCREASE IN COST OF YARN.

The *Osaka Asahi* notes that the dearth of cotton-spinning operatives is becoming very pronounced of late, and new mills just completed are unable to carry on full operations. For instance the Akashi mill of the Saitan Spinning Company is equipped with eighty spinning machines, but not more than fifty can be operated, owing to shortage of hands, while night work is completely suspended. Usually in such circumstances a struggle goes on between spinning companies, each enticing the operatives of the others to change their situation, but it has been discovered from past experience that such a struggle is futile, as trained operatives who are easily induced to leave their places are unlikely to remain long with their new employers. This fact has led all the companies to direct their attention to the interior, whence operatives are now being recruited. The expenses incurred in engaging one operative in the interior amount to about ¥20 and the term of service is from six to twelve months. This will naturally tend to increase the producing cost of yarn. Spinners are therefore much concerned as to measures for improving the condition of the operatives in order to retain them longer. Many are convinced that excessive tasks are imposed on the operatives, who are now compelled to work eleven or twelve hours a day in factories at a temperature often of more than 100 degrees F. But no spinning company will dare to take the lead in reducing the number of working hours, owing to the increase in the producing expenses of the yarn which would ensue. The companies are fully aware of the disadvantages caused by their operatives failing to remain in their service for more than a year, not the least being that the latter have no chance of becoming skilful, so that on the average no more skill is shown than five or six years ago. In fact, an actual retrogression is observed. The low quotation for rice now prevailing tends to induce the farmers to send their daughters to factories with a view to adding to the family income. How long this condition will continue it is impossible to foresee, but it is feared that the dearth of operatives may increase, and as already mentioned, spinners are directing more attention to the improvement of conditions in the factories.—*Japan Chronicle*.

THE Ministry of Agriculture, Industry and Commerce proposes to send three deputies to investigate railway matters in the province of Kwangsi.

H.M.S. *Bedford*, of the China Squadron, and the German cruiser *Arcona*, arrived at Yokohama, on 12th inst., on their way to attend the Portola fete at San Francisco.

THE many friends of Mr. J. M. Tavares, who recently passed through a severe attack of typhoid fever in Japan, will be glad to know that he returned to Shanghai on Sunday. He is still very weak, however, and will not be able to resume his duties for some days.—*N. C. News*.

THE local agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the output of the Opie three mines for the week ending 28th August amounted to 20,243 tons and the sales during the period, to 24,750 tons. For the week ending September 4, 1909, 26,561.44 tons and the sales during the same period to 22,964 tons.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

KULANGSU POLICE.

WAIWUPU'S DETERMINATION.

(By courtesy of the "Sheung Po.")

Peking, 16th September.

The Viceroy of Kien has wired to the Central Government that, according to the Amoy Taotai, it will be impossible to recover the right of policing the settlement of Kulangsu by the foreign Municipal Council.

The Waiwupu is determined to have that privilege restored and will confer with the various Ministers in Peking on the subject.

YUAN SHIH-KAI.

RUMOUR OF REINSTATEMENT UNTRUE.

(By courtesy of the "Sheung Po.")

Peking, 16th September.

There have been rumours that it was proposed by the Central Government to reinstate Ex-Grand Councillor Yuan Shih-kai.

There is no foundation for the rumours.

Since H. E. Na Tung returned from Tientsin he has on more than one occasion spoken pathetically to the Prince Regent on the present critical situation, saying that the international question are such that China's present Diplomatic cannot possibly solve and strongly urging that Yuan Shih-kai be recalled to Peking. He was a most successful diplomat, both in Peking and at the Waiwupu and it was reinstated he might save the situation. His Excellency is also said to have made use of the expression that if it had not been for Yuan Shih-kai Peking would not be what it is to-day. His Imperial Highness was much impressed with what he said and decided to re-employ Yuan. The Grand Council was then ordered to wire to the ex-Grand Councillor inquiring after his health and requesting him to come out from his retirement to help the country as the Government has expressed the intention of reinstating him. Yuan replied that he had not quite recovered from his recent illness and could not on any account comply with their request. Then he went on to say that China's present position in regard to international affairs was not what it was a year ago. Then though she was much abused there was yet some hope of overcoming her difficulties and gaining the confidence of the world one day. When he proposed last year that the Minister to a certain country be raised to the rank of an ambassador the Government was not in favour of his proposal and public opinion was against it. And it was now too late to be of any use, even if his proposal were adopted. At that time if the Government appointed an official a certain amount of help ought to be got from him but at present the situation was such that it could not be saved. Under the circumstances it was impossible for him to do anything now. It did not matter the least that he was not in office but if he were reinstated the country would be the laughing stock of the foreigners and lose the confidence of the people. Therefore not only would he be acting unfairly towards the Government by allowing him to be reinstated but the Government would be acting unfairly towards the people by reinstating him. — *Shanghai Times*.

SIR CHEN TUNG.

UNWILLING TO REMAIN AT PEKING.

(By courtesy of the "Sheung Po.")

Peking, 16th September.

It is reported that Sir Chen Tung Liang-chang will return to Canton after his conference with the Ministry of Posts and Communications over the affairs of the Canton-Hankow Railway Co.; and that he is unwilling to remain in Peking.

PEKING DAILY PRESS.

CLOSED IN PEKING.

(By courtesy of the "Sheung Po.")

Peking, 16th September.

The *Tai Tung Daily Press* in Peking has been closed by order of the Imperial Government for making references to affairs in the Three Eastern Provinces.

SALT MONOPOLY.

ESTABLISHMENT ON PROPER FOOTING.

(By courtesy of the "Sheung Po.")

Peking, 16th September.

The Ministry of Finance desires to place the salt monopoly throughout the Empire on a proper footing.

Special telegraphic instructions have been despatched to all the Provinces urging the sending of a number of salt members to Peking for consultation.

TRADE-MARK DISPUTE.

FINDLAY, RICHARDSON & CO. v. FUJII JIRO-SUKE.

The decision is published in the *Official Gazette* of the 6th instant of the Patent Bureau in a petition filed by Messrs. Findlay, Richardson & Co., No. 6, Yokohama, against Fujii Jiro-suke, Rokkakudori, Takakura, Kyoto, for the invalidation of the registration of a trade-mark No. 35,169 held by respondent. The petition was upheld, and the registration of the trade-mark in question declared invalid.

Petitioners maintained that the trade-mark in question not only closely resembled the trade-mark No. 16,176 held by them in design, but in both marks the Wisteria blossom formed an essential part of the design, and appellations were alike. Respondent having applied for the registration of his trade-mark after the trade-mark held by petitioners had been registered, trade-mark No. 35,169 was a violation of Nos. 3 and 4 of Article 2 of the Trade-mark Law, and the registration should be declared invalid in accordance with Article 10 of the same law.

In reply, respondent contended that his trade-mark had been registered after inspection by the Examiners in the Patent Bureau, so that it was to be assumed that the two trade-marks did not resemble each other as alleged.

The authorities of the Patent Bureau upheld the petition and ruled that the two trade-marks closely resembled each other in design and had a similar appellation. The application for the registration of No. 35,169 was made on September 26th, 1908, while the trade-mark No. 16,176 was registered on August 15th, 1901, and both were used for the same description of merchandise. Consequently the trade-mark held by respondent fell under the category of No. 4 of Article 2 of the Trade-mark Law, and its registration should be declared invalid in accordance with Article 10 of the same law.

Petitioners' demand relating to the recovery of the cost of the proceedings was dismissed. It was stated that this point was one to be decided by the Chief Tribunal, and such a demand should not have been made by petitioners.

AN ABSENT DEFENDANT.

WOMAN SUED FOR MILK SUPPLY.

In the Summary Court, this morning, the Dairy Farm Company proceeded against Mrs. Miller, a woman residing at No. 14, Wyndham Street, to recover the sum of \$53.85, being the amount due for milk, chickens and capon supplied to the defendant.

Defendant was absent when her name was called and judgment was entered accordingly.

MONGOLIAN RAILWAYS.

DETAILS OF A NEW PROJECT.

A short time ago we noted a project on the part of the Chinese Government to construct a railway across Mongolia. The scheme as proposed was regarded as impracticable and shelved, but it appears that it is to be pursued with some modification, the line to run in a westerly direction parallel to the Mongolian border, a point near which will be made the terminus for the present. A Peking telegram dated August 22nd to the *Ostasiatische Lloyd* reads as follows:—

"The Minister of Communications has submitted to the Throne a project according to which the Peking-Kalgan Railway is to be extended to Tai-tung-fu, So-ping-fu, and Sui-yuan-fu, in the extreme north-west of the province of Shansi, near the Mongolian border. The cost of the construction is estimated at 60 million taels, which, as in the case of the Peking-Kalgan line, will be met out of the proceeds of the Northern Chinese railways. Eight years are proposed in which to complete the construction of the line."

In explanation of the above, our contemporary remarks that the scheme is a modification of an older plan which was in contemplation until recently—the construction of a railway to Kiachia via Urga along the old caravan route. The present plan has in view a line running parallel to the Mongolian border in a westerly direction, and its subsequent extension along the caravan route to Uliassutai (North-West Mongolia), a city in the Changai Mountains, some 5,000 feet above the level of the sea, near the source of the Selenge, which is the longest and most important feeder to the Yenisei. Uliassutai has lately lost much of its importance, but before the bulk of the trade had been taken by the Siberian and Manchurian railways, the place was the centre of the export trade from Mongolia to Siberia, the commodities dealt with being camel hair, wool, skins, furs, and leather, besides cattle. Uliassutai is to-day the most important point in Russian policy of penetration, which, in order to reach Mongolia, does not seek so much to cross the high ranges of Tanapola and Chagali, from Irkutsk, as to start out from Semipalatinsk and Tokmak in the west and force its way between the ranges mentioned and the Altai mountains to the east via Kobdo. Apparently this move has become known in Peking; concludes the journal; and the Chinese authorities hope gradually to counter it by the construction of a railway from the province of Shansi.

At the Belle View Hotel next Sunday, 19th instant, following will be the programme of music:—

March: Sousa; Selection: "Belle of New York"; U. S. A. 10th Cavalry March; Valse: "Louisiana Loo"; March: America; Selection: "Mikado"; Valse: "Happy Widow"; Character Sketch: "Hopkin Bee"; Two-Step: "Mumblin Mow"; and various popular songs and national anthems.

ISSUE OF CHINESE BANK NOTES.

PROVISIONAL REGULATIONS OF THE MINISTRY OF FINANCE.

The following provisional regulations, issued by the Ministry of Finance with Imperial sanction for controlling the issue of Chinese Bank Notes, have been officially communicated to the *P. & T. Times*:—

1.—The notes affected by these regulations are bank notes, whether printed or in writing, for integral sums, containing either the name of the payee or the date, nor place of payment.

2.—Notes in writing which include fractional amounts or which bear name of payee and the date and place of payment, i.e., cheques and drafts, do not come under these Regulations.

3.—Before any bank is allowed to issue currency notes, five substantial guarantors must be obtained in the shape of other banks who will be bound to make good the value of the notes in the event of any loss. But officially established banks are not thus restricted.

4.—Cash-shops with sign-boards, which issue cash notes, as well as other sorts of notes, are allowed temporarily to continue as before issuing notes, provided they can obtain five reliable mercantile firms to guarantee in case of loss to make good the value of the notes issued. But such cash-shops, in addition to sending in reports to the local officials for transmission to the Board as required by the rules of the Exchange Bureau, must obey the new regulations as regards all matters affecting the issue of notes.

5.—All banks at present issuing bank notes and not registered shall, within six months from the date of the receipt of the dispatch, at once take steps to collect the capital and must apply to the local authorities for registration at the Board. After the expiration of the time limit, the bank which have not thus applied for registration will be compelled to withdraw all their notes from circulation within a stated period and will be fined by the local officials in accordance with regulation No. 18.

6.—All firms, other than banks now issuing bank notes must gradually call in their whole issue by the end of the 5th month of 1910. Those firms who have been unable to call in the whole issue within the time limit are allowed to establish banks separately from their business and to register such banks in accordance with the regulations.

7.—No bank or firm carrying on a banking business, whether official or mercantile, opened after the publication of these regulations, shall issue bank notes.

8.—After the publication of these regulations, those banks permitted to issue notes must not let their issue exceed the amount of notes at present in circulation.

9.—Every bank or firm issuing notes must fill in, on a form prepared by the Board, the correct number of notes they have in circulation. The correct amount in circulation is to be calculated as the greatest amount in circulation on any day of the month following the publication of the regulations in each place.

10.—Every bank, whether official or mercantile, shall have a reserve fund to the full amount of the notes issued. Such reserve fund shall consist of forty per cent of ready money and sixty per cent of Government bonds, reliable shares, script or deposit notes. In order to facilitate inspection, this reserve fund must be kept separately in the treasury and the accounts must not be mixed up with the ordinary business of the bank.

11.—All Banks shall, beginning from next year, withdraw 20 per cent of their notes from circulation every year and within five years from that date all the notes must have been called in.

12.—Should any bank wish to call its notes in at once without waiting for the time limit to expire, such bank can arrange with the Ta Ching Bank to deposit satisfactory securities and borrow a sum of money which can be repaid in annual instalments at a low rate of interest.

13.—In the districts where a new coinage may hereafter be adopted, if there should be any issue of notes having an injurious effect on the subsidiary coinage (such for instance as cash notes of different sorts and notes in dollar cents) then the Board when the time comes will make special arrangements to deal with this question.

14.—From next year every bank must each month report to the Board, on a form supplied by the Board, the amount of notes issued that month and the amount of reserve held.

15.—The Board shall send officials to the official banks to make investigation from time to time and in the event of their reserve funds not corresponding to the amount of the notes issued by them, or their having made untrue reports or otherwise broken their regulations, they shall be punished by the Board.

16.—Mercantile banks will periodically be inspected by representatives of the local officials and of the Chamber of Commerce. If the reserve is insufficient or the returns inaccurate or other abuses are disclosed, then the matter will be reported for inquiry by the Board.

17.—The regulations for periodical inspection will be carefully considered and drawn up by the Board for the guidance of all parties.

18.—Any slight breach of these regulations will be punished by the local officials by a fine of not less than \$100 and not more than \$500. Any serious breach will be reported by the local officials to the Board.

19.—These regulations are for safeguarding the coinage and protecting commercial interests. If any one should take advantage of them to extort, then the banks can directly petition the Board or the High Provincial Authorities, who, after a careful examination of the facts, should severely deal with the offender. The banks are also at liberty to petition the local officials to punish severely those people who spread rumours and stir up trouble.

20.—In the event of any amendments having to be made to these regulations or if they should be suspended or abolished, then the Board will consider and deal with the matter.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

A very quiet week has to be recorded with practically no changes to report.

Banks.—Hongkong and Shanghai Banks have declined to 1990, but a firmer tendency prevails with buyers at the rate. The London quotation is unchanged at 193. Nationals continue firm and inquired for at 165.

Marine Insurances.—Cautions have weakened to 1180, at which sales have been effected. In the North, both Yangtzes and North Chinas are quiet at quotations. Unions are slightly firmer and have been in good demand and sales have taken place at \$340 and \$342.

Fire Insurances.—China Fires are quiet and on offer at 115. Hongkong Fires are firm and have been sold at the improved rate of 1355, and more are wanted.

Shipping.—China and Manila after sales at \$84, are offering at the rate. Douglases are neglected at 136. Hongkong, Canton and Macao Steamboats have weakened to 134, at which price they are obtainable. Indo-Chinas are quiet at 160. There are sellers in the North at 114. Shell Transports are in favour at 79/6d. Star Ferries, old and new, are unchanged and without business to report.

Refineries.—China Sugars are steady at 114 1/2. Luxons have been sold during the early part of the week at 125, but at the close there are sellers at 123. Perak Sugars have been sold at the improved rate of 125.

Mining.—Chinese—Engineers—have changed hands at 114. Raubs are slightly firmer and sales have taken place at 188.

Docks, Wharves and Godowns.—Kowloon Wharves are firm and inquired for at 160. Wharves are further declined to 160, but buyers prevail at the rate. Shanghai Docks are inquired for at 174. Hongkong Wharves are firm and can be sold at 148.

Land, Hotels and Buildings.—Hongkong Hotels are obtainable at 172 for the old shares ex the dividend of 1.47 per share paid on the 13th inst. The new shares are quoted at 142, ex the dividend of 40 cents per share paid on the same day. Hongkong Lands are offering at 1104 and Humphreys Estates at 591.

Cotton Mills.—Hongkong Cottons are in demand at 161. The report and statement of accounts of this company, for the year ending 31st July, 1909, just issued to shareholders, show a credit balance in the profit and loss account of \$19,506.51 which it is proposed to appropriate as follows:—To write off furniture the sum of \$3,209.49 and to carry forward to the credit of next year's account the balance of \$16,297.02. Fewer have buyers at 114 1/2. In other Northern Mills, we take the following changes from latest mail advices to hand. International, 114. 50. Lau Kung-Mow, 113. 1/2. and Soy Chets, 114. 1/2.

Miscellaneous.—China Borneos are offering at 113 1/2. China Light and Powers are neglected at 164. Dairy Farms are firm and wanted at 118. Green Island Cements can be had at \$8.70. Langkats have suffered a severe decline and are now on offer at 114. 50, ex the dividend of 12 1/2 per share paid on the 15th inst.

Sumatras have further weakened to 114. 1/2, at which rate sales have taken place in the North. Rubbers.—A moderate business has been done during the week and most shares keep steady to firm. Anglo Malays are quoted at 14/9. Balgovies are firm at 55. Kuala Lumpurs are in demand at 12 1/2. Liogies have been dealt in at 11.36 during the early part of the week and at the close buyers prevail at 11.3. Regallas are on offer at 13 1/2 (S'pore).

Exchange.—The Banks selling rate on London is 1/8 1/2 on demand. The T/T rate on Shanghai is 74 1/2.

Dividends payable.—Green Island Cements, Interim of 35 cents per share for account 1909, payable on the 25th inst. Highland and Lowlands, Interim of 1/6 per share for a/c 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

September Settlement	20th September.
October	29th October.
November	29th November.
December	29th December.

YARN MARKET.

17th September, 1909.

Since the issue of our last report on the 3rd instant, per s.s. *Dell*, our market has continued very quiet. Dealers are holding entirely aloof and show little or no disposition to buy and although holders with a view to make progress, are willing to meet them to any reasonable extent, no offers whatever can be induced, and business from first hands, consequently, has been trifling. Re-sales, however, and dealers the natives have been fairly large and are operating amongst themselves at more or less under market rates and clearances and exports are satisfactory. The market closes rather dull and sales of the fortnight aggregate only about 1,400 bales.

Total sales about 1,400 bales. Unsold stocks estimated at 30,000 bales. Sold but undelivered in the Godowns and to arrive 40,000 bales.

Arrivals.—The mail str. *Della* and extra str. *Capri*, *Yokohama*, *Austria*, and *Ceylon Maru* from Bombay, and str. *C. Apear*, and *Namrang* from Calcutta have brought in 17,101 bales for Hongkong, and 13,000 bales for Shanghai, shipments from Hongkong to Shanghai and coast ports, &c., amount to about 5,000 bales.

Shanghai.—Is reported moderately active at unaltered prices.

Japanese Yarn.—Market almost closed.

Local Mill.—No business reported.

Raw Cotton.—No stock, no receipts and no transaction either in Indian or China descriptions and the market may be considered almost closed. We quote Indian 114 1/2 and China 114 1/2.

Report: T/T 191 Sterling, D/D 1/8 1/2, 116 Shanghai, T/T 74 1/2 Rupees, D/D 13 1/2 Sterling, 40/1 1/2, 116 Japan, 84 1/2 Bar Silver, 135.

POLISHWALLA AND KOTWALL, Cotton and Yarn Brokers.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of AUGUST WINKELMANN, late of the Steamship "Loosok," Chief Engineer, Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 28 of the Probates Ordinance 1897, made an Order limiting the time for sending in CLAIMS against the above Estate to the 18th day of October, 1909.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 15th day of September, 1909.

J. H. KEMP, Official Administrator.

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HARBOUR MASTERS DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 20th September:—From Stonecutters West and Central in a South-Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

On THURSDAY, the 23rd September:—From Pakshawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 7 P.M., and finishing at 10 P.M.

On FRIDAY, the 24th September:—From Stonecutters West in a Westerly direction, at ranges up to 10,700 yards, commencing at 9 A.M., and finishing at 1 P.M.

If the weather is unfavourable on the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master, &c.

Hongkong, 17th September, 1909. 1662

AMERICAN-ASIATIC S. S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRASAMHA" Captain T. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 23rd inst., at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 17th September, 1909. 1663

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"IYO MARU"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 22nd September will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Consignees at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 16th September, 1909. 1458-459

Intimations.

CHEESE CHOICE CANADIAN STILTON:

60 Cents per lb.

THE DAIRY FARM Co., LIMITED

Hongkong, 15th September, 1909. 1380

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & CO.

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VICTORIA DISPENSARY.

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FRENCH STORE.

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AND

EVERYWHERE.

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CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$14 Per Case.

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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

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"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 13TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

Each Trans-Pacific "Empress" connects with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, J.K. General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
TIENSIN via SWATOW, WEI, HAIWEI & CHEFOO	CHEONGSHING	SUNDAY, 19th Sept., Daylight.
SHANGHAI via SWATOW	TINGSANG	SUNDAY, 19th Sept., Daylight.
HONGKONG	CHUNGANG	TUESDAY, 21st Sept., Daylight.
SHANGHAI	KWONGSANG	TUESDAY, 21st Sept., 4 P.M.
SHANGHAI	PINGSANG	WEDNESDAY, 22nd Sept., Daylight.
SINGAPORE, PENANG & ALOUT	FOOKSANG	THURSDAY, 23rd Sept., 4 P.M.
MANILA	YUENSANG	FRIDAY, 24th Sept., 4 P.M.
TIENSIN & CHEFOO & HAIWEI	CHIPSANG	SATURDAY, 26th Sept., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	WEDNESDAY, 13th Oct., Noon.

RETURNS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutang*, *Namang* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a service of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow, Chaofo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudda, Lahad, Daru, Simpoma, Tawao, Unukan, Jessellon and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 17th September, 1900.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU & ILOILO	"SUNGKANG"	18th Sept., Noon.
CHINKIANG	"LIANGCHOW"	18th " 4 P.M.
SHANGHAI	"CHENAN"	19th " Daylight.
SWATOW, AMOY & SHANGHAI	"TAOTING"	20th " 4 P.M.
HONGKONG & HAIPHONG	"SINGAN"	21st " 9 A.M.
MANILA	"TAMING"	21st " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	23rd " 4 P.M.
SHANGHAI	"ANHUI"	23rd " "
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW"	24th " "
CEBU & ILOILO	"KAIKONG"	24th " "
SAMARANG & SOERABAYA	"KAITUNG"	24th " "
TSINGTAI, CHEFOO & NEWCHWANG	"KWEIYANG"	24th " Daylight.
SHANGHAI	"LINAN"	25th " 3 P.M.
MANILA	"TEAH"	25th " 4 P.M.
SHANGHAI	"CHINHUA"	30th " "

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTIN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers and passengers in Shanghai avoiding the inconvenience of transshipment at Wootung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16, Hongkong, 17th September, 1900.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
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RUBI	2540	R. W. Almond	MANILA	SATURDAY, 18th Sept. at Noon.
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LAURO	2540	R. Rodger	"	SATURDAY, 25th Sept. at Noon.
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For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Telephone No. 11th September, 1900.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 26th Oct., 1900, at Noon.

S.S. MANSU MARU 5,000 " 10th Dec., 1900, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building,

Hongkong, 14th September, 1900.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET-SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates, but adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Tons	Leaves
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TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU"	6,178	SATURDAY, 2nd Oct., at Noon.
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Do.	"FITZPATRICK"	4,416	SATURDAY, 23rd Oct., at Noon.
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The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates, but adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
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TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU"	SUNDAY, 19th Sept., at 10 A.M.
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HANGHAI via SWATOW, AMOY and FOCHOW.	"BUJUN MARU"	THURSDAY, 23rd Sept., at 10 A.M.
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A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers, "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th September, 1900.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
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MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Capt. N. Matheson, Tons 7000.	WEDNESDAY, 29th Oct., at Daylight.
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	KANAGAWA MARU, Capt. J. Nagao, Tons 6500.	WEDNESDAY, 13th Oct., at Daylight.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	TANGO MARU, Capt. S. Ishikawa, Tons 8000.	TUESDAY, 28th Sept., at 4 P.M.
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NAGASAKI, KOBE and YOKOHAMA.	AKI MARU, Capt. K. Sato, Tons 7000.	TUESDAY, 13th Oct., at 4 P.M.
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KOBE and YOKOHAMA.	KUMANO MARU, Capt. M. Winkler, Tons 6000.	THURSDAY, 30th Sept., at Noon.
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YOKOHAMA AND KOBE.	YAWATA MARU, Capt. T. Sekine, Tons 5000.	FRIDAY, 29th Sept., at Noon.
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YOKOHAMA AND KOBE.	WAKASA MARU, Capt. N. Nielsen, Tons 6500.	WEDNESDAY, 29th Sept., at Noon.
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SHANGHAI, MOJI AND KOBE.	KITANO MARU, Capt. F. E. Cope, Tons 9000.	FRIDAY, 1st Oct., at 5 P.M.
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BOMBAY, via SINGAPORE AND COLOMBO.	OEYRON MARU, Capt. Fred. Pyne, Tons 6000.	THURSDAY, 23rd Sept., P.M.
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and COLOMBO.	TAKASAKI MARU, Capt. A. Mocker, Tons 5000.	TUESDAY, 28th September.
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† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUZUKI AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
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Miyasaki Maru	(Capt. T. MURAI)	About Wednesday, 20th October.
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Kitano Maru	(Capt. F. E. COPE)	About Wednesday, 17th November.
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Hirano Maru	(Capt. H. FRASER)	About Wednesday, 13th December.
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CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Telephone No. 417-419.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE," Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., TO-MORROW, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Morea*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 30th October, 1900.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HERWETT, Superintendent

Hongkong, 17th September, 1900.

"SHIRE" LINE OF STEAMERS,

LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE," Captain G. C. Cundy, will be despatched as above on or about 27th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 4th September, 1900.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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"Superior"	6,232	S. Shotton	20th Oct.
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"Oceanic"	4,657	F. W. Davies	21st Oct.
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"Kumari"	6,232	J. Maitie	18th Nov.
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* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO. LIMITED, General Agents.

Queen's Buildings, Hongkong, 15th September, 1900.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUZUKI CANAL,

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" On 4th October.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th September, 1900.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted)

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 4th April, 1900.

Shipping—Steamer

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,000,000 \$15,000,000	\$2,000,000	Interim of £2 for account 1909 @ ex 1/9 = \$1.71	\$90 buyers London £93
National Bank of China, Limited	10,000	\$7	\$6	\$4,000 \$300,000	\$30,552	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$850	\$50	\$1,500,000 \$28,757 \$411,990 \$125,000 Tls. 109,747 Tls. 118,277	none	\$14 for 1907	\$180 sales
North China Insurance Company, Limited	10,000	\$15	\$5	\$1,000,000 \$100,000 \$19,248 \$101,248 \$68,609	Tls. 160,512	Interim of 7/6 for 1908	Tls. 179
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	\$1,000,000 \$100,000 \$19,248 \$101,248 \$68,609	\$4,464,901	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	\$842 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$100,000 \$19,248 \$101,248 \$68,609	\$707,687	\$12 and bonus \$3 for 1907	\$235
FIRE INSURANCE.							
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$100,000 \$19,248 \$101,248 \$68,609	\$375,341	\$6 and bonus \$2 for 1907	\$115
Hongkong Fire Insurance Company, Limited	8,000	\$850	\$50	\$1,000,000 \$100,000 \$19,248 \$101,248 \$68,609	\$168,711	\$27 for 1907	\$355 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$21	\$7,000 \$24,000	\$1,085	\$1 for 1906	\$84 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000	Nil.	2 1/2 for year ending 30.6.1908	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$12,000	\$21,770	Interim of \$12 for account 1909	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$3,000 \$3,000	\$13,755	{6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	\$50
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	\$5	\$5	\$3,000 \$3,000	\$13,755	{Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	70/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$20,000 \$20,000	\$61,817	{50 for year ending 10.4.1909	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$5,000	\$1,721		\$15
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$2,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	\$147
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000	Dr. \$15,891	\$3 for 1897	\$23 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	Tls. 9,273	Tls. 3 1/2 for year ending 31.8.08	Tls. 325 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000 \$1,000,000	\$11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	Tls. 17 1/2 sales
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$150,000 \$150,000	Dr. \$2,191	No. 12 of 1/4 = 48 cents	\$81 sales
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000	\$30,102	None	\$60 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000	\$345 1/2	Interim of \$1 1/2 for account 1909	\$60 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 6,161	Final of Tls. 2 1/2 for year ending 30.4.09	Tls. 77 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 148 1/2 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 105 buyers
Central Stores, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000	\$19,273	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$72 1/2 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000	\$26,475	Interim of 3/4 for account 1909	\$431 new
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	\$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000	\$27	\$1 1/2 for 1908	\$30 sellers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000	Tls. 14,404	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000	\$1,968	Interim of \$2 for account 1909	\$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 1,500,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	Tls. 136 1/2 b.
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000	\$9,551	50 cents for year ending 31.7.08	\$64 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000	\$5,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 91
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 122 1/2 sellers
Say Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 300,000 Tls. 300,000	Tls. 25,911	Tls. 50 for 1906	Tls. 445 sales
MISCELLANEOUS.							
Bell's Asbestos Agency, Limited	8,604	17/8	17/8	\$1,500 \$1,500	\$2,648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000	Nil.	\$1.20 or 1908	\$133 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$6,428	50 cents for year ended 28.2.06	\$64 sellers
China Light and Power Company, Limited Do. special shares	50,000	\$10	\$10	\$500,000 \$500,000	\$6,428	80 cents for 1908	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$1,850,000	\$24,097	\$1.30 for year ending 31.7.08	\$18 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000	\$48	Final of 50 cents making 90 cents for 1908	\$8.60 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000	\$5,750	80 cents for year ending 31.12.08	\$57
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000	\$170	\$1 and bonus 20 cts. for year ending 29.2.09	\$20 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000	\$5,195	Interim of \$2 for account 1909	\$188 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000	\$7,616	Interim of \$1 for account 1909	\$24 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000	\$8,190	Third quarterly of Tls. 12 1/2 for account 1909	Tls. 900 sellers
Mattechappi tot Mij, Bosch en Landbouwer- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 2,500,000 Tls. 2,500,000	Tls. 316,082	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000	\$2,204	None	\$9 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000	\$2,204	None	\$9 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000	\$18,640	Final Tls. 5 making Tls. 8 for 1908	Tls. 116 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 2,000,000 Tls. 2,000,000	Tls. 5,350	None	\$23 sales
South China Morning Post, Limited	6,000	\$15	\$15	\$90,000 \$90,000	Dr. \$56,602	40 cents for year ending 31.5.08	\$57
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000	\$172	60 cents for year ending 31.12.08	\$10 1/2 sellers
Sidon Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000	\$343	60 cents per ord. share for year ending 31.5.09	\$12 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000	\$2,613	Final of 30 cents for 1908	\$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000	\$78	Final of 30 cts. making 80 cts. for the year ending 30th June, 1906	\$4 sellers
William Powell, Limited	11,000	\$7	\$7	\$77,000 \$77,000	\$78		
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,000	2 1/2	2 1/2	\$1,150 \$1,150	none	30 % = 6 1/2 per share for year 1908	{£14/9 £14/0
Do. (partly paid)	1,031,000	2 1/2	2 1/2	\$2,577,500 \$2,577,500	\$1,205	25 % for year ending 31.3.09	\$56 buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$200,000	none	None	{£10/0 £10/0
Castlefield Rubber Estate, Limited (fully paid)	6,000	1 1/2	1 1/2	\$90,000 \$90,000	none	None	{£10/0 £10/0
Do. (contributory)	24,000	1 1/2	1 1/2	\$360,000 \$360,000	none	None	{£10/0 £10/0
Highland & Lowland Para. Rubber Co., (fully paid)	181,454	1 1/2	1 1/2	\$272,181 \$272,181	none	None	{£10/0 £10/0
Do. (contributory)	123,546	1 1/2	1 1/2	\$185,319 \$185,319	none	None	{£10/0 £10/0
Kuala Lumpur Rubber Co., Limited	85,000	2 1/2	2 1/2	\$212,500 \$212,500	1,820	3 % for year ending 30.6.08	{£10/0 £10/0
Linggi Plantations, Limited (ordinary)	920,000	2 1/2	2 1/2	\$2,300,000 \$2,300,000	none	Interim of 40 % = 9d. for account 1909	{£10/0 £10/0
Do. (7% pref.)	10,000	2 1/2	2 1/2	\$25,000 \$25,000	none	7 % for year 1908	{£10/0 £10/0
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$225,000 \$225,000	none	15 % for year ending 31.12.08	{£10/0 £10/0
Do. (8% pref.)	3,100	\$10	\$10	\$31,000 \$31,000	none	None	{£10/0 £10/0
Ledbury Rubber Estates Limited	60,000	\$10	\$10	\$600,000 \$600,000	none	None	{£10/0 £10/0
Do. (contributory)	40,000	2 1/2	2 1/2	\$100,000 \$100,000	none	None	{£10/0 £10/0

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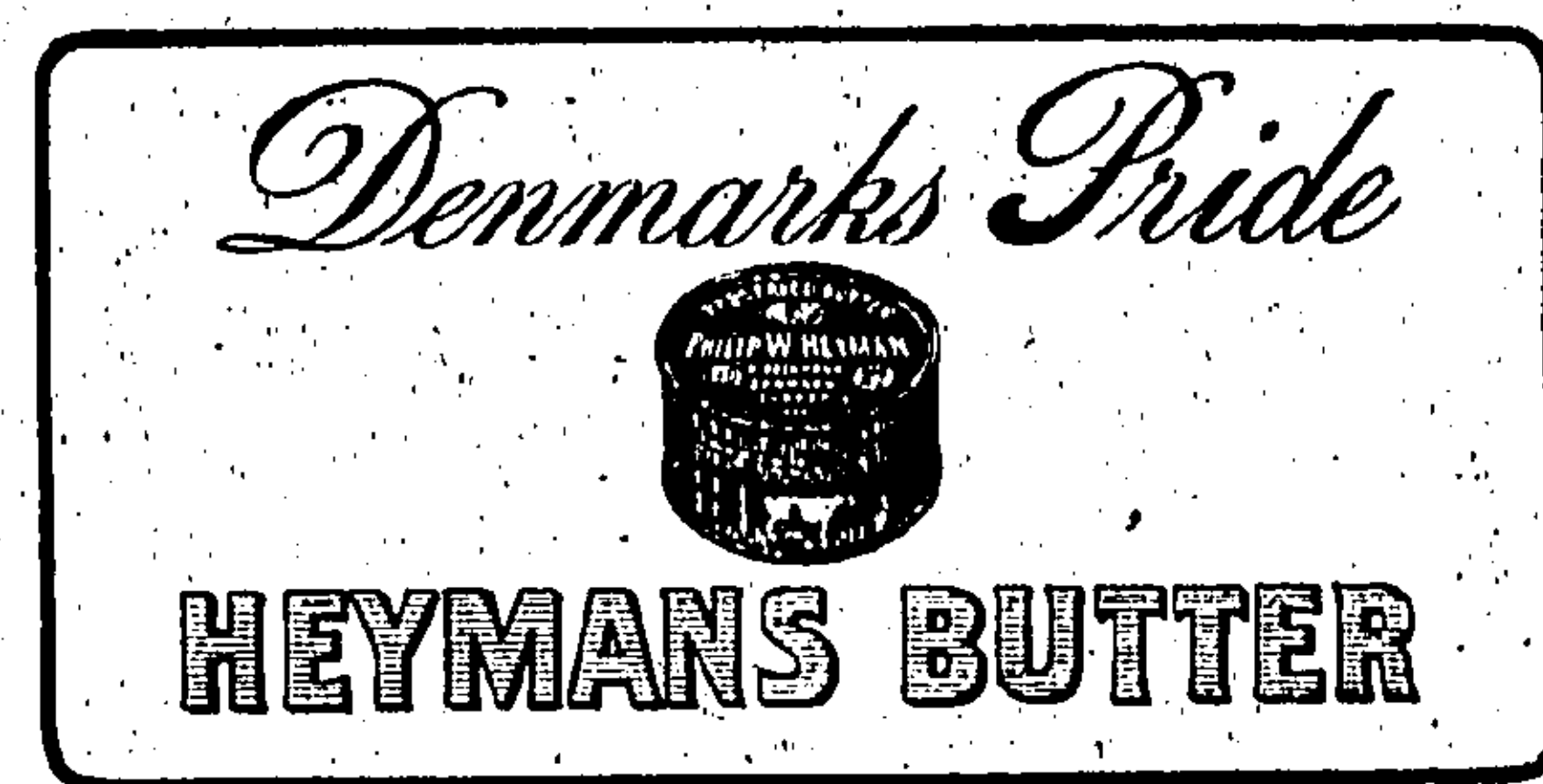
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FRIDAY, SEPTEMBER 17, 1900.

五拜禮

號七十月九年英港香

213 PER. ANNUM.
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BIRTHS.

Aug. 20, at Wotton-under-Edge, wife of A. Vivian Hogg, Canton, daughter.
On August 16, 1900, at Aberdeen, to Mr. and Mrs. T. D. Begg, daughter.
On August 24, 1900, at Peking, to Mr. and Mrs. W. White-Thatcher, a daughter.
On September 3, 1900, at Shanghai, to Mr. and Mrs. John Johnston, a son.
On September 4, 1900, at Shanghai, the wife of W. J. E. Forsyth, a son.
On September 5, 1900, at Shanghai, the wife of George Cormack, a son.
On September 7, 1900, at Shanghai, to Mr. and Mrs. James William Baboury, of Chik-ling, a daughter.
On September 7, 1900, at Shanghai, to Mr. and Mrs. W. S. Ross, a son.
On the 11th September, 1900, at No. 4 Elliot Crescent, Robinson Road, the wife of Geo. P. Lammer, of a daughter.
On the 13th instant, at Shamshoo, Canton, the wife of C. F. Johnston, Assistant, I. M. Customs, of a son. Shanghai papers please copy.

DEATHS.

On September 6, 1900, at Shanghai, Georg Hirt, of F. W. Rosenbaum, aged 32 years.
On September 7, 1900, at Shanghai, Lillian Elaine Lourenco, the beloved wife of J. E. Lourenco, aged 40 years.
On September 9, 1900, at Shanghai, Daniel Cook.
On September 9, 1900, at Shanghai, John Gledhill.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, SEPTEMBER 17, 1900.

TINKERING THE LIQUOR ORDINANCE.

(17th September.)

The Government having become enamoured of its new scheme to raise additional revenue by the imposition of heavy dues on alcoholic liquor imported into Hongkong has dropped its original plan of doubling and trebling the fees paid by publicans and hotel keepers for licences and adopted instead the idea originally proposed in the Straits Settlements of collecting liquor duties directly the wines and spirits are required for consumption. We doubt whether this scheme in actual operation will prove to be very much of an improvement on its predecessor, for we can see sufficient difficulties ahead to make it doubtful whether the scheme will really prove the success that is clearly anticipated by the Government. His Excellency the Governor seemed to think that the community would welcome as one man this very involved and drastic measure of legislation, but we venture to think that the community as a whole will not have any idea regarding the precise character of the new enactment until they see it in active operation. It has been said that people cannot be made sober by Act of Parliament but if this measure does not reduce by an immense quantity the sale and consumption of wines and spirits then we are much mistaken. While it is true that the object of Government is plainly to make the consumer delve deeper into his pocket when he wishes to indulge in the luxury of quenching an abnormal thirst or acting the part of the convivial friend, the duty falls on the first place on the vendor. The difference between the present scheme and that originally introduced is simply this: whereas the first plan was to make the hotel-keeper in a round sum the new idea only requires that he shall pay the duty as he finds it necessary to take his goods out of the bonded warehouse. There are also certain features which are likely to be enjoyed in a Colony whose people have been used to a free port, and that the utmost liberty of action was allowed the residents. No longer will Hongkong be a free port when it has a preventive service and no longer will the private citizen enjoy in freedom when he finds himself liable to domiciliary visits at the whim of the excise officers. Of course, there will be the usual gang of loafing informers ready to swear away a man's character and by-and-by we shall find that passengers arriving from Canton, Mexico, Shanghai or the coast ports will be searched as strictly as they are in New York. One wonders in reading the Governor's speech on the subject at the last meeting of the Legislative Council whether His Excellency really believes that the imposition of Customs duties will lead to an improvement in the quality of the goods imported, particularly liquor? Is it not likely to be the other way about? Hotel-keepers must recoup themselves for the money laid out in getting the goods out of bond, and that can only be done by increasing the cost of the liquors. Then customers finding that they cannot afford to pay the enhanced prices will naturally fall away, and in the face of a dwindling trade the vendors are apt to sell as unadulterated whisky and brandy those poisonous concoctions which are at present mainly kept for the delectation of sailors. And it is not only the duty that has to be considered but a whole host of additional expenses will have to be met by the importers and vendors of foreign liquors. The Government is not going to lease or build bonded warehouses without charging those who cannot afford a private licence warehouse a certain fee for their trouble. And there are endless little exactions to be met in other directions. It is a favourite saying that the duty on spirits will be about half that imposed in England, but it is forgotten that whereas the cheapest spirits drunk across a bar in Hongkong costs, roughly, fivepence, in England the average price is about half that sum, and as the dollar falls in value the cost of liquor increases in proportion. In the case of beer the difference is even more pronounced but we have said enough on that point. The remarkable thing about the Bill is that it is only provisional and His Excellency has undertaken "to introduce as soon as possible the consolidating Ordinance so that hon. members may have an opportunity to deal with the question of licence fees under the existing Ordinance, which are not touched at all by the Bill now before the Council. The schedule which was the subject of the resolution of August 13th will take a new form, and although it is a matter which has nothing to do with the Bill before us, it will perhaps be convenient if I state at once that there is no intention on the part of the Government that the schedule should be amended to increase the existing licence fees. Meanwhile they remain as they are." These sentences seem to be a contradiction in terms, but we leave it to the perspicacity of readers to make head or tail of them. We are weary of the whole subject, which seems to be getting on the nerves of many people. We will accept the Governor's view that "the sole object of the Government in introducing this Bill is to raise revenue on intoxicating liquors in a way that will cause least inconvenience to the community and the least disturbance to trade. It is a difficult matter, the more so is the restrictions now placed on opium may lead to an increase in

the consumption of liquor by the Chinese. Therefore, in selecting this particular form, that is to say, a revenue from intoxicating liquors, we are acting not only in the interests of the revenue, but, as I take it, in the peace and good order of this Colony." It may be that the views of His Excellency will turn out to be correct and that those who object to the form of the new taxation will be utterly confounded. Time will tell, but we fancy somebody will be hurt one of these days when the myrmidons of the Government start on their domiciliary visits to the dwelling houses of law-abiding people.

MINING IN THE PHILIPPINES.

(14th September.)

Some days ago we made reference to the mining possibilities existing in the New Territories, and for those who are interested in this theme, it may be interesting to observe how the Philippine Islands are proceeding. There they have a Bureau of Science and a Division of Geology and Mines, which carefully collate evidence regarding the mineral resources of the Islands, and the report for last year has just come to hand. It forms a handsome volume and the results cannot be regarded as other than satisfactory. In the introduction we learn that, to quote the report, "in 1907 the gold production for the Philippine Islands amounted to only \$78,000, which was indeed small; however, it marked only the beginning of the industry. We who were on the ground had faith in the country and what it could produce. It was a different matter with those outside the Philippines to whose ears there came year after year reports of failure. Besides, we had inherited a host of troubles from the days of the Spanish régime. The man to whom we appealed asked not for opinions, not for excuses. He wanted results. We could not point to them then. Therefore, it is with extreme satisfaction that we can now show these results; point to the facts. In 1908 the gold production amounted to over \$200,000, a gain of over 100 per cent." If that cannot be deemed satisfactory then we hardly know what is. Again: "Before our coal deposits were opened up there were many who predicted many difficulties, both in mining and in using the coal. The fact remains, however, that the coal is being mined, mined cheaply, and is being used by over a score of interisland trading vessels. The production at the beginning of 1907 was almost nil, toward the end of the year it amounted to 25 tons a day, at the present time it is 50, and it is planned very soon to increase the output to 150 tons, owing to the fact that a large amount of development work has been done in one of the mines. The Government coal mine is producing at the present time 80 tons a day." Then comes the old history, told in official language, of the lazy character of the natives. One very regrettable feature about the mining situation in these Islands is the fact that so few of the better class of Filipinos take any interest in the development of the mineral resources of their own country. The semi-literate, ignorant of north-central Luzon mine and smelt copper on a small scale, and hundreds of natives in various parts of the Islands are engaged in desultory panning for gold. It is also true that the only iron furnace in operation in the Philippines is owned and run by a Filipino woman. With these exceptions, the Filipino people are almost absolutely ignorant about mining and, what is worse, seem to be apathetic in regard to it. It would be far better for the country politically and industrially if some of the bright Filipino youths who are sent to the United States for education could be induced to take up courses in mining and engineering chemistry, and on their return place themselves as apprentices in some company, beginning with the most menial work. We can not expect the Filipino, with his peculiar Malay temperament and past education, to take kindly to this sort of work at first, but we are not without hope that some day he will demonstrate that he can do it. At least the Americans hope so and it is to be hoped that their views may be justified. One reads with interest what may be termed the peroration to the introduction: "In every way the future of the mining industry looks bright. Indeed, we can say that the present is bright. The way by which we have come has, at times been dark and stony, many are there who have dropped beside the trail, every milestone is also a tombstone, there have been fevers, the fury of the elements, and lurking savages to worry us, but the march has continued. We sincerely hope that the cry in the wilderness will be answered from overseas." Coming to some facts which will interest people in Hongkong, we find that, according to Mr. Warren D. Smith, for the fiscal year ending June 1, 1908, the total value of cement imported amounted to P1,384,000. It has increased yearly. Not a kilogram has as yet been manufactured in the Philippine Islands. They have in several localities all the ingredients and yet the search for gold mines continues, while one of the surest and most profitable business propositions of all is overlooked. He states that he has repeatedly called attention to Cebu, where shale, limestone, and coal are to be found in abundance. It is true that some of the shale already tested is too low in silica, but with the addition of schist, which is to be obtained in Cebu or imported from Romblon, this would be rectified. On Batan Island there is an inexhaustible supply of limestone and shale, the analysis of which shows that they are in every way quite well suited to this purpose. Romblon, according to recent examination of Dr. G. J. Adams, geologist of this Bureau, appears to possess materials not so well suited to the manufacture of cement as it is hoped

With regard to gold the writer, Mr. Henry G. Ferguson, states that the gold production of the Philippines for the year 1908 shows an extremely satisfying increase over that of 1907. In two out of the three principal districts there are mining companies which have successfully passed through the development stage and are now preparing to pay dividends. Everywhere development work is being carried on and, owing to the courage of the first pioneers, capital has begun to flow a little more freely. Those conditions which have held back investors from putting money into any Philippine industry, apply with particular force to mining, for in most cases, the investor in an undeveloped mining property must wait for several years before he can expect any returns, and he must therefore be doubly certain of the safety of his investment. It is idle to deny that under more favourable conditions the present prosperous state of the gold-mining industry might have been reached before this. As to iron, which we know has been found in the New Territories, it is reported that so far as the Philippines are concerned practically nothing new has been accomplished during the past year. There are large deposits of excellent iron ore in the Provinces of Bulacan and Rizal, but the difficulties of transportation, the lack of native coaling coal, and the general feeling of insecurity concerning all things Philippine has prevented the incoming of sufficient capital for production on a large scale, while indifference and ignorance on the part of the native population have prevented exploitation in a small way. The only mine which has been producing during the past year is the Hizon mine at Angat, Bulacan. This mine is operated by a Filipino woman, Doña Maria Fernandez, the only person of her race who has thus far taken sufficient interest in mining to become a mine operator. At this rate, the Philippine Islands should speedily become a factor in the world's mining syndicates of Hongkong to show that they intend to have a say in the matter.

THE PEAK'S LATEST.

(16th September.)

While the Government is seeking by every means in its power to reduce the public expenditure of the Colony, it is not surprising to learn that the residents at the Peak are clamouring for a Kindergarten School for the benefit of the children who happen to have the fortune to have been born within the folds of the people. There is an old saying that you are not likely to get anything, unless you ask for it, and certainly the people at the Peak are adepts at asking. The curious thing is that their demands are generally conceded, which is due perhaps to the fact that many of them have the ear of the higher officials. No matter what it is they want they keep on pegging away until they get their wishes fulfilled and we feel certain that one of these days the Government will erect a Kindergarten School on the Peak and the Chinese, who are prohibited from entering that Arcadia, and the Europeans who can scarcely make both ends meet and who have to kowtow to the aristocracy of the top levels, will have the privilege of paying for a luxury which is denied their own children. We cannot help thinking, however, that at this time when the Colony is in the throes of financial embarrassment, the Peakites have made a tactical blunder in presenting this claim for a kindergarten school all to themselves. They should have waited until the pressure of events had been somewhat relaxed, and sprung their new claim on the Colony when people were less critical of financial waste. Naturally we are assured by the advocates of this benevolent scheme that the school would more than pay for itself. If so, then why do they not engage a teacher at their own expense and risk the experiment? As it is, the Colony has to pay something like \$120 to \$130 a head for the children attending the two schools which are reserved exclusively for children of European birth, and to ask the Colony to enter into a contract to provide the infantile population at the Peak with an education which is not enjoyed by the children of those living on the lower levels smacks of unmitigated audacity. But "audace, toujours l'audace" has always been the motto of those who know how to snatch the chestnuts out of the fire. The Peak community demanded that a children's park should be laid out in that delectable locality and they got their wish. Why they do not go the length of having a special telegraph and post office established at their doors, to say nothing of a couple of markets and a slaughter house we cannot fathom. Perhaps they fancy that such adjuncts would disturb the amenities of the salubrious quarter which they have encompassed for their own behoof. One of the reasons advanced in support of this precious kindergarten school scheme is that the children are too far away from the schools which the youngsters living amid the turmoil and dust of the city are privileged to attend—for a consideration—and another is that they dread the dangers of the Peak Tramway. What about those children who have to travel from West Point to East Point in order to get to school? They do not seem to be ruffled or dismayed by the dangers which beset them, and the distance from West Point to Wanchai is no greater than from West Point to the Peak who occasionally favour the city with a visit will have to wait a while before they see their latest pet idea in full working order. However, let them keep on trying, nagging the Government when the proper season arrives, which is not yet, and we may eventually have the pleasure of contributing financially towards the upkeep of our better.

ON LIQUOR GENERALLY.

Hongkong at last stands committed to the principle of import duties on alcoholic liquors, through the medium of a Bill whose draughtsmanship is confessedly ridiculous, and whose provisions are nothing more or less than a hotch-potch of legislative enactments. Three times have the members of the Legislative Council been called together to discuss this question of raising revenue from the importation of intoxicating liquors, three times have they collected their combined thunder of disapprobation, on the unofficial side of the House, and three times have they assembled only to learn that between whiles their studies have been in vain because new Bills had been prepared for their acceptance. Such a tinkering and patching have seldom been seen in a Bill which strikes at the roots of the Colony's policy, and were it not that everybody is convinced that the Government's sole desire has been to frame a measure which will secure the support of the Council and be acquiesced in by the community generally, we should be inclined to suggest that it was an attempt to bewilder the members by a multitude of labyrinthine problems. But far from that being the case, it is as clear as daylight that the Government has spent sleepless nights and arduous days over this unhappy measure with the sole object of flattening it into a form that would least offend the susceptibilities of the public. If the Government has not entirely succeeded, the officials charged with the framing of the Bill are not to blame, for in the first place they were attempting the next to impossible, and, in the second, they were flying in the face of the most cherished traditions of the Colony. And as ill-luck will have it, His Excellency the Governor is the greatest iconoclast of them all. A sorry task he undertook, and we can admire the courage which enabled him to endure the opprobrium which must attach to the exponent and advocate of an unpopular Bill. Necessity, however, knows no law, and it was either a duty on the imported liquor—a duty which would affect all and sundry—or an increase in the fees paid by licence-holders which would only hit the few—or bankruptcy. As the least of those evils, the Government adopted the principle of import duties, leaving it to the future to decide whether the policy as defined by the Ordinance will prove beneficial or the reverse. In order to impress the Council with the magnitude of the difficulties which have to be overcome by the Government, His Excellency went at some length into the financial condition of the Colony and a doleful, melancholy, depressing tale he had to unfold. The oftener we read His Excellency's statement the more despondent do we become, but this question is not up for discussion at present. We must leave it alone until the Governor presents the Budget for the year in the course of a few weeks. All we can say is that we envy no man the duty of seeking to make ends meet in this Colony, whose resources are limited and whose expenditure seems likely to become colossal. What we are concerned with is the fact that Hongkong is to become a full-fledged Customs station with its preventive service, its body of searchers, its informers on the hunt for booty and all the rest of it. The Attorney-General, as Mr. Murray Stewart pointed out, "built up a defence of certain important powers and gracefully retired under cover of it." One of those powers, we take it, was the right to search the baggage of passengers arriving in the Colony. The Attorney-General himself in one part of his speech seemed to indicate that such a power would be conferred when he said: "This Bill will, of course, contain such measures as are essential for the enforcing of the duties which the Council empowers the Government to impose. The provisions of the Bill in that respect necessary have been made, as hon. members will see when we go into Committee, as inoffensive as it is possible for any such measures to be. Of course, it is always disagreeable to have your baggage searched, but the baggage is in most cases not searched unless there is some reason to suppose that the person accompanying the baggage has in it articles liable to duty. The Bill, of course, does contain, and must contain, and would be no good unless it did contain, powers which give to revenue officers the right, should occasion arise, to see that the Government is not being defrauded of revenue." That statement would lead one to believe that the searching of passengers' baggage would be an essential feature of the Customs officers' duties, yet we find the Attorney-General saying later on: "With regard to the proposal which we originally thought seemed necessary, and which some may still think necessary, with regard to the inspection of baggage, we propose to ask the Committee to strike out that clause, without which we trust to be able to make the Bill effective." If that means anything at all, it means that baggage will not be searched except in those cases where information had been received leading to the suspicion that smuggling was being attempted. The fact is that while one section of the Legislative Council was speaking with reference to one Bill the Attorney-General was dealing with a totally different one. Even the senior unofficial member found that his arguments were directed against a Bill which had been withdrawn in favour of a new measure which apparently nobody had seen with the exception possibly of a few official members and as they took no part in the discussion their opinion on the matter does not count. It only shows the hasty and somewhat slipshod fashion in which this Bill—perhaps there may be another in existence before this is introduced—has been prepared.

been chipped and chopped and mangled out of all recognition and how the sole aim of the Government has been to get a measure rushed through the Council with the utmost possible despatch. But that is not the way in which laws of such a drastic and far-reaching character are usually passed. This Bill to provide for the collection of duties upon intoxicating liquors may mean the life or death of the Colony. What is to prevent the Government of a future day saying: "You have adopted the principle of import duties in respect of liquors; all we ask now is that you extend that principle to raw sugar and rice"? Logically, the Government would be perfectly justified in taking up such an attitude. It would not materially add to the labours of the "man in the brass hat" or dislocate the machinery for the collection of duties already in full operation. We have previously dealt with the question of the revenue which the Government in the most sanguine spirit expects to derive from the imposition of duties on intoxicating liquors. Well, he sees most who lives longest, but we are of opinion that the Government is unduly optimistic if it expects to gain seven and a half lakhs from the duties on liquors in 1910 and ten lakhs in 1911. We may be a community given over to the consumption of dutiable liquors but we are not without the saving grace of economy—compulsory in most cases—and a matter of ten lakhs of dollars is not the trifle that certain people seem to deem it. However, we will hope for the best and trust that the enhanced prosperity of the Colony will enable the inhabitants to indulge in a luxury for the sake of the Government finances. The principle is adopted and that is all there is to say about it.

WAS IT A CRIME?

It will be remembered that some time ago the Government was asked by the member of the Legislative Council representing the Justices of the Peace a question regarding the punishment meted out at the Magistracy in the case of a drunken man who practically ran amok and struck a European as contrasted with a case in which a ricksha coolie or some such person did some trivial thing and was fined a heavy sum. At the time that question was submitted we suggested that neither were the cases analogous nor were they of importance. But the other day we found in a corner of the paper a small paragraph to the effect that a Chinaman, a shroff or assistant, compadre in one of the largest shipping firms in the Colony, suffered to the extent of \$500 for an offence, which, with all deference, we submit was a pardonable one, and also one which any of us might commit unwittingly. As we have said, the paragraph was of no size, insignificant, unworthy of attention, and consequently the facts which led the Magistrate to appraise the delinquency at \$500 are not quite palpable. But from what we gathered from what was stated at the first hearing showed that a lukong had come to the accused's on the outlook or quest for a couple of men. The lukong, according to the story we read, was considered to be a masquerader by the shroff and he promptly locked up the lukong and his two prisoners in a room in the building in which he was employed. Now, mark this: as evidence of the good intentions of the shroff, he immediately telephoned to the Central Police Station telling what he had done. Is that the action of a man of guile? Does it not show that he had a bona-fide idea that the lukong was playing a part? We should say here that we do not know from the evidence recorded whether the Chinese police official was in uniform or multi. All the same, the shroff informed the Central Police Station that he had in custody three men, one of whom pretended to be a lukong, and he wished the police to inquire into the matter for themselves. It may be that the shroff took too much upon himself, but we have all heard of the "confidence trick" and it is possible that this shroff believed himself to be an Oriental Sherlock Holmes. On the arrival of representatives of the Force it was found that the alleged lukong was actually and truly and confirmed a lukong. What happened to him and his two prisoners we cannot tell, but the shroff was arrested on a charge of obstructing a police officer in the execution of his duty. He was tried and fined \$100. Some days later he asked that the case be reopened in order that he might call evidence. The petition was granted and the fine was confirmed—he had to pay the \$100. What we would submit is that anybody might be guilty of such a blunder in the case of a Chinese lukong. We do not suggest that the lukong was arrogant, overbearing or dictatorial, but if anyone came to an average business office, claimed to be a Chinese police officer, and insisted on exercising his authority without giving any proof of his credentials, we fancy the same thing might happen again. Then why fine this unfortunate shroff \$100, when he thought he was doing his duty as a citizen? If he had locked up the lukong and let the others go we could see the force of the suggestion that he might be an accomplice, but he locked up the whole lot and crowned his exploit by telephoning to the Central Police Station. Where was the crime in that? And why was the punishment so heavy?

With much promptitude, Mr. Mac Chong, the well-known photographer of Ice House Road, has brought out an excellent group photograph of the luncheon party at Governor's House last Friday, including Prince and Princess of Wales, Admiral Sir and Viscount Grey, Lord of Canton, Admiral Sir and Viscount Grey, the one before us is suitable for day glasses and the other for night glasses.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE KIUKIANG MAN-SLAUGHTER CASE.

JUSTICE WILL BE DONE.

[By courtesy of the "Sheung Po"]

Peking, 10th September.
With reference to the Kiukiang alleged manslaughter case the British Minister, apprehending lest it might impair the friendly relations between China and Great Britain, has declared that justice will be done in the matter and that no partiality will be shown in favour of the accused.

FEMALE EDUCATION.

INCREASING NUMBER OF STUDENTS.

[By courtesy of the "Sheung Po"]

Peking, 10th September.
Lord Li Ching-fong, Chinese Minister to the Court of St. James, has sent a telegram to the Ministry of Education to the effect that the number of girls who have completed their studies in Europe and are returning to China is increasing and recommends that early steps be taken to draw up regulations for examining them and granting them diplomas.

EX-G. C. LUM SIU LING.

SUMMONED TO THE PALACE.

[By courtesy of the "Sheung Po"]

Peking, 10th September.
The Prince Regent has summoned ex-Grand Councillor Lum Siu-ling to the Palace to consult him on important matters.

SZECHUAN-HANKOW RAILWAY.

THE AMERICAN LOAN.

[By courtesy of the "Sheung Po"]

Peking, 10th September.
The funds for the Canton-Hankow Railway having already been provided, it is proposed by the Central Government to enter into an agreement with the United States for employing the money offered by America in the construction of the Szechuan-Hankow Railway.

CHANG CHIE-TUNG.

EXTENSION OF LEAVE.

[By courtesy of the "Sheung Po"]

Peking, 10th September.
Grand Councillor Chang Chih-tung has applied for an extension of leave of twenty days.

NAVAL COMMISSIONERS.

ABSENT AT AMOY.

[By courtesy of the "Sheung Po"]

Amoy, 11th September.
Prince Shun Pui-lap and Admiral Sah Chen-ping arrived at Amoy today at 8 p.m.

MACAO'S GARRISON.

CHINESE CONCERN.

[By courtesy of the "Sheung Po"]

Peking, 12th September.
Upon learning that the Portuguese Government proposes to increase the garrison at Macao owing to the delimitation controversy, the Prince Regent instructed Grand Councillor Na Tung to telegraph to H.E. Kao Erh Chien, the Special Commissioner, directing him to protest against the step as a violation of Treaty stipulations.

CANTON REGIMENT.

DISBANDMENT ORDERED.

[By courtesy of the "Sheung Po"]

Peking, 12th September.
The Ministry of War has given instructions to the Viceroy of Canton to disband a certain regiment in that city within three years.

CHANG CHIE-TUNG.

JAPANESE PHYSICIAN IN ATTENDANCE.

[By courtesy of the "Sheung Po"]

Peking, 12th September.
Grand Councillor Chang Chih-tung has been attended by a Japanese physician for many days without finding any improvement in his condition, he has, in consequence, applied for a further extension of leave.

MANCHURIAN OFFICIALS.

APPLICATIONS TO RESIGN.

[By courtesy of the "Sheung Po"]

Peking, 12th September.
The Viceroy and Governor of the Three Eastern Provinces and also the Foreign Bureau Commissioners of Mukden and Kirin have applied for permission to resign owing to the many difficulties they meet with in conducting negotiations with foreigners.

NAVAL COMMISSIONERS.

RETURN TO SHANGHAI.

[By courtesy of the "Sheung Po"]

Shanghai, 13th September.
Viceroy Chang Jen-chun and Governor Chu Ka-po proceeded to Wuhu to welcome Prince Shun Pui-lap. Prince Shun will return to Shanghai to-day and will leave for Hangchow by special train on 17th inst.

WUHU CUSTOMS TAOTAL.

HEUNGSHANESE APPOINTED.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
Cheng Ping-fan, a native of Heungshan, has been appointed acting Customs Taotal at Wuhu.

THE MANCHURIAN TREATY.

FENGTIEN GENTRY DISSATISFIED.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The Convention concluded between China and Japan concerning questions in the Three Eastern Provinces is looked upon by the gentry of Fengtien as conceding the loss of China's sovereign rights. They have telegraphed to the Central Government and the Waiwupu to amend the Convention otherwise they will not recognise it.

LATE EMPRESS DOWAGER.

DATE OF FUNERAL.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The funeral of the late Empress Grand Dowager has been fixed for the 27th day of the ninth moon (10th October).

FUKIEN.

FOREIGN CONSTABULARY.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The Waiwupu has sent telegraphic instructions to the Viceroy of Fukien to direct the Taotal to arrange with the various Consuls for recovering the power (for the Municipal Council) to maintain a police force.

MILITARY UNIFORM.

KHAKI THE COLOUR.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The Ministry of War has decided that the military uniform shall be khaki in colour throughout the Empire.

IMPERIAL HOUSEHOLD.

GRANT-IN-AID.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
There was a conference, day before yesterday, in the Palace, to discuss the grant in aid of the Imperial Household.

A special Imperial decree has been applied for to determine the question.

PEKING-KALGAN RAILWAY.

THE INAUGURAL CEREMONY.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The inaugural ceremony in connection with the opening of the Peking-Kalgan Railway will take place on the 17th inst.

SZECHUAN-HANKOW RAILWAY.

THE LOAN.

[By courtesy of the "Sheung Po"]

Peking, 14th September.
Both Great Britain and the United States are desirous of participating in the loan for the construction of the Szechuan-Hankow Railway.

Grand Councillor Na Tung has given instructions to H.E. Liang Tun-yin, president of the Waiwupu, to exercise greater caution on the present occasion so as not to perpetuate the errors attending the flotation of the Canton-Hankow Railway loan.

SAMUN BAY.

RAILWAY COMMUNICATION.

[By courtesy of the "Sheung Po"]

Peking, 14th September.
The Ministry of Posts and Communications has sent telegraphic instructions to the Governor of Chekiang to the effect that the Ningpo Railway should connect with Samun Bay so as to link up with the Tientsin-Chinkiang Railway.

[The Central Government proposes to establish a naval base at Samun Bay.—Ed., B.K.T.]

MINISTRY OF EDUCATION.

PRESIDENT RESUMES DUTIES.

[By courtesy of the "Sheung Po"]

Peking, 14th September.
H.E. Yeung Hing, president of the Ministry of Education, has returned from leave and has since resumed his duties.

CHANG CHIE-TUNG.

ANXIOUS TO RETIRE.

[By courtesy of the "Sheung Po"]

Peking, 14th September.
Grand Councillor Chang Chih-tung has been ill for such a long time that he is anxious to retire altogether from active service.

PRINCE REGENT'S GIFT.

BANNER TO SHANGHAI CHINESE VOLUNTEERS.

[From Our Own Correspondent.]

Shanghai, 16th September, 8.50 p.m.
Yesterday afternoon Prince Tsai Hsun presented the gift, with which he had been entrusted by the Prince Regent, of a banner to be carried by the Chinese volunteers in Shanghai.

Later in the day, His Excellency the Prince was entertained to dinner by the Chinese section of the Shanghai volunteers.

KULANGSU POLICE.

WAIWUPU'S DETERMINATION.

[By courtesy of the "Sheung Po"]

Peking, 16th September.
The Viceroy of Fukien has wired to the Central Government that, according to the Amoy Taotal, it will be impossible to recover the right of policing the settlement of Kulangsu by the foreign Municipal Council.

The Waiwupu is determined to have that privilege restored and will confer with the various Ministers in Peking on the subject.

YUAN SHIH-KAI.

RUMOUR OF REINSTATEMENT UNTRUE.

[By courtesy of the "Sheung Po"]

Peking, 16th September.
There have been rumours that it was proposed by the Central Government to reinstate Ex-Grand Councillor Yuan Shih-kai.

There is no foundation for the rumours.

Since H. E. Na Tung returned from Tientsin he has on more than one occasion spoken pathetically to the Prince Regent on the present critical situation saying that the international question is such that China's present Diplomatists cannot possibly solve and strongly urging that Yuan Shih-kai be recalled to Peking.

He was a most successful diplomatist both in Peking and at the Waiwupu and if he were reinstated he might save the situation. His Excellency is also said to have made use of the expression that if it had not been for Yuan Shih-kai Peking would not be what it is to-day. His Imperial Highness was much impressed with what he said and decided to re-employ Yuan. The Grand Council was then ordered to wire to the ex-Grand Councillor inquiring after his health and requesting him to come out from his retirement to help the country as the Government has expressed the intention of reinstating him. Yuan replied that he had not quite recovered from his recent illness and could not on any account comply with their request. Then he went on to say that China's present position in regard to international affairs was not what it was a year ago. Then Hsueh-shan was quoted as saying that Yuan Shih-kai was a great man and that he was not only a great diplomatist but also a great statesman. When he proposed last year that the Ministry to a certain country be raised to the rank of an ambassador, the Government was not in favour of his proposal and public opinion was against it. And it was now too late to be of any use, even if his proposal were adopted. At the same time the Government appointed an official as a certain country's ambassador. It was not from him but from the present situation that it was clear that it could not be saved. Under the circumstances, it was impossible for him to do anything more. He did not expect the Government to do anything more for him.

Intending competitors are reminded that entries for the above Race close to-morrow afternoon at 6 p.m. and entries must be sent in either to Mr. Frank Lammert, Hon. Secretary of the Victoria Recreation Club or to the Editor of the China Mail before the above time. The race will be as usual between the Police, Pier, Kowloon, and the Praya Wall between the Victoria Recreation Club and Murray Pier, commencing on Saturday next, the 19th inst., at 3.30 p.m.

Entries this year have been very slow coming in; we understand only half a dozen have entered for the contest to date. We trust, however, that by to-morrow evening a big list will be made up, as we have plenty of swimmers in the Colony who could not doubt easily cover the distance.

The above race was inaugurated by the Protector of the China Mail in 1906, and since then it has become an annual event, the following being the winners:

1906—Won by Gunner Brotherton, 87th Coy. Royal Garrison Artillery.

1907—Won by A. E. Thomas, R.M.L.I., of H.M.S. Tanar.

1908—Won by A. E. Thomas, R.M.L.I., of H.M.S. Tanar.

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reinstated the country would be the laughing stock of the foreigners and lose the confidence of the people. Therefore not only would he be acting unfairly towards the Government by allowing him to be reinstated but the Government would be acting unfairly towards the people by reinstating him.—Shanghai Times.

SIR CHEN TUNG.

UNWILLING TO REMAIN AT PEKING.

[By courtesy of the "Sheung Po"]

Peking, 16th September.
It is reported that Sir Chen Tung Liang-chang will return to Canton after his conference with the Ministry of Posts and Communications over the affairs of the Canton-Hankow Railway Co.; and that he is unwilling to remain in Peking.

PERING DAILY PAPER.

CLOSED IN PEKING.

[By courtesy of the "Sheung Po"]

Peking, 13th September.
The Tai Tung Daily Press in Peking has been closed by order of the Imperial Government for making references to affairs in the Three Eastern Provinces.

SALT MONOPOLY.

ESTABLISHMENT ON PROPER FOOTING.

[By courtesy of the "Sheung Po"]

Peking, 16th September.
The Ministry of Finance desires to place the salt monopoly throughout the Empire on a proper footing. Special telegraphic instructions have been despatched to all the Provinces urging the sending of a number of salt members to Peking for consultation.

TYPHOON WARNINGS.

The following telegrams were received from the Meteorological Observatory at the American Consulate General:

September 14th, 8.30 p.m. Typhoon over North China Sea moving W. or W.N.W.

Typhoon over North Malacca Straits moving W. Typhoon North of Western Carolines direction unknown.

September 15th, 12.55 p.m. Typhoon 16th. Cyclone or typhoon N.W. of Yap moving W. or W.N.W.

Cyclone or typhoon W. of Ladrones or Marianas islands moving W. or W.N.W.

THE INTERPORT CARNIVAL.

CO-OPERATION OF SPORTSMEN REQUESTED.

We are officially authorised to state that the Victoria Recreation Club is open for practice to members and outsiders who wish to compete in the coming Interport events. During the little time they have at their disposal, intending competitors would do well to take full advantage of the facilities afforded them to provide an exhibition worthy of the Colony's best traditions. It should be distinctly understood that it is not proposed to confine the events to certain Clubs but those taking part should represent the whole Colony, so that our visitors from the North should meet with strong competition of the Colony's picked men. The Colony possesses a number of fast swimmers, who should prove a valuable acquisition to sustain Hongkong's reputation so far as clean, healthy sport is concerned. Hitherto, our sportsmen for various adverse circumstances have had to be content with the wooden spoon in most Interport events, but the approaching fête should turn the tide in the Colony's favour.

In order to enable those in charge of the Interport Swimming arrangements to select a Seven swimmers of upholding the honour of the Colony against Shanghai to the forthcoming Water Polo contest, a match has been arranged to take place to-morrow afternoon at the Victoria Recreation Club's enclosure between the pick of the Hongkong Water Poloists. The Probables and Possibles are composed of the most powerful swimmers in Hongkong and the majority are old Water Polo players, so that an excellent match is sure to be seen. The following are the teams:

Probables:—L. E. Lammert, R. C. W. Mitchell, A. H. Carroll, C. J. Cooke, A. E. S. Alves, C. Humphreys and Corporal Burke ("Buffs").

Possibles:—A. A. Glaxton, P. M. Remedios, J. M. Rosa Pereira, H. C. Sayer, J. Forbes, A. V. Barros and Corporal Morris, R.E.

The Hongkong Flying Squadron Team will be selected from the above swimmers, as also will the representatives for the different Championship events.

SWIMMING.

THE HARBOUR RACE.

[By courtesy of the "Sheung Po"]

Intending competitors are reminded that entries for the above Race close to-morrow afternoon at 6 p.m. and entries must be sent in either to Mr. Frank Lammert, Hon. Secretary of the Victoria Recreation Club or to the Editor of the China Mail before the above time. The race will be as usual between the Police, Pier, Kowloon, and the Praya Wall between the Victoria Recreation Club and Murray Pier, commencing on Saturday next, the 19th inst., at 3.30 p.m.

Entries this year have been very slow coming in; we understand only half a dozen have entered for the contest to date. We trust, however, that by to-morrow evening a big list will be made up, as we have plenty of swimmers in the Colony who could not doubt easily cover the distance.

The above race was inaugurated by the Protector of the China Mail in 1906, and since then it has become an annual event, the following being the winners:

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In view of the fast approach of the International Sports Meeting at Hongkong, it would be well for the long distance swimmers to now prove whether they are capable of undertaking the honours of the Colony against the Northern swimmers in the long distance Championship race.

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Canton-Kowloon Railway Sensation.

MR. BUTLER WRIGHT'S ARREST.

BEFORE THE SHANGHAI MAGISTRATE.

[By courtesy of the "Sheung Po"]

The N. C. D. News, of 7th inst., says:—A telegram which we received from our Hongkong correspondent on Sunday stated that it had been reported to the Police that Mr. Butler Wright, accountant of the Chinese section of the Canton-Kowloon Railway, had disappeared.

The British authorities at Shanghai also received notice of the disappearance of Mr. Wright and the Police were instructed that a warrant had been issued for the arrest of the accountant. The British Consul-General, on the information telegraphed to him, issued a provisional warrant for Wright's arrest. If he should come to this port and as the latter was reported to be travelling to Shanghai by the Temo Maru the warrant was counter-signed by the Japanese Consul-General so as to enable the Municipal Police to arrest the accused man on a Japanese ship.

The arrest was effected on the Temo Maru by Det. Sgt. Gibson, who, with the assistance of other detectives, conveyed the prisoner to Shanghai. Wright was immediately brought up at the British Police Court and he was remanded in custody for seven days.

H. M. Police Court, September 6.

Before G. W. KING, Esq., Police Magistrate.

REX V. WILLIAM BUTLER WRIGHT.

William Butler Wright, accountant, a man of middle age, was brought up before the Court and informed by the Magistrate that a warrant had been issued by the Consul-General at Canton for his arrest on a charge of fraudulently embezzling \$13,000 on December 30, 1908, at Canton. His Worship added that the procedure would probably be that the Consul-General at Canton would send his warrant to Shanghai, and all his Worship could do at this stage was to take evidence of arrest and remand the accused until the warrant arrived from Canton.

The accused—in the meantime may I live at the Astor House under surveillance? I can satisfy the Court by going to the bank that I have means.

CORINTHIAN YACHT CLUB.

FIRST ANNUAL AQUATIC MEETING.

Somewhat cloudy, but pleasant weather was the condition under which the Corinthian Yacht Club had their inaugural swimming carnival last Saturday. The arrangements under the careful management of the Committee were all that could be desired, those responsible for its success being Commodore Francis Clark, Vice-Commodore E. M. Hazledine, Committee: M. McIver, I. K. Haxton, R. C. W. Haxton, G. W. Wood, A. Deighton, J. Cooke, W. A. Crane, H. E. Scriven, G. H. Saunders, Acting Hon. Treasurer: J. C. McCordquale, Hon. Secretary: Lewis Guy, Sargent: M. McIver, E. F. Gibson. Timekeepers: G. Wood, T. Meek, E. M. Hazledine, Judges: W. A. Crane, A. A. H. Milroy, E. H. S. Summers, J. Hand. Handicappers: Quarter Master Sgt. Smith, "Buff," Sgt. Cox, Sgt. Coy, R. G. A. W. G. Carter, H. M. S. Tamar, Bombr. Green, 3rd Lt. R. G. A. H. Carroll, V.R.C., R. G. W. Haxton, H. E. Scriven, J. Cooke, M. McIver. Referee for Water Polo Matches: T. Meek. Stewards: Messrs. G. H. Saunders, J. Spittles, H. Coombes, S. Pepper, W. T. Stebbins, and R. L. Bridge. The attendance of the ladies added a charm to the surroundings as also did the pleasant music discoursed during the afternoon by Machado's favourite band. Two big lighters in addition to the Club house were practically filled and the scene of the bath being draped with bunting was a very pretty one. The races were well contested, competitors showing a keen interest in all the events which augured well for the future of the Club. The ladies were well looked after by the committee, refreshments being served round during the progress of the proceedings. Sport as sport is interesting enough but it always requires the presence of ladies to add vim to the contests. The weather at the commencement was from favourable, but thanks to the Clerk it turned out better as the afternoon wore on.

Event 1.—4 p.m. TWO LENGTHS' HANDICAP. Open to the Colony.

The first heat went to S. R. Moore (ows 6 secs) who won with a couple of yards to spare from Gunner. Rickwood ("go") in 50 4/5 seconds.

Heat Number two was a touch affair, W. J. Carroll (ows 6 secs) coming first in 48 secs, with Gunner. Burch (ows 9 secs) a good second.

A. H. Carroll (ows 11 secs.) won his heat comfortably, time 43 4/5 seconds; P. C. Feewick being second.

Event 2.—4.30 p.m. TWO LENGTHS' HANDICAP. Open to Members' Sons, Boys of Victoria and Garrison Schools.

The brothers Logan captured this race easily, Master Tom Logan beating his younger brother, Master Archie Logan, by about a couple of yards, with Pepper a close third.

Event 3.—4.40 p.m. 100 YARDS CHAMPIONSHIP OF THE COLONY.

C. Humphreys won this event easily in 20 seconds, the other competitors coming in the following order: C. J. Cooke, F. C. S. Rosa, Agostinho Jose Carlos, H.F.M.C. Vasco da Gama, and R. W. Ladell, H.M.S. Cadmus.

Event 4.—4.45 p.m. HIGH DIVE.

Some very neat diving was seen among the large number of competitors, and after a tie between Gunner Williams, Gunner Collins, C. Humphreys and H. Harrop, Gunner Collins was awarded first place, C. Humphreys being second.

4.45 p.m. FINAL.—TWO LENGTHS' OPEN HANDICAP.

The six competitors who qualified in the heats all started in the final. W. J. Carroll (ows 6 secs), and Gunner Burch (ows 9 secs) caught their men almost in the first lap. A. H. Carroll, though he overtook the other three, could not make me to overcome the handicap conceded to his brother and Burch and had to be content with filling a good third place. W. J. Carroll getting home first, time 48 seconds with Gunner Burch second a yard behind.

Event 5.—5 p.m. LADIES' NOMINATION RACE. Open to Members of C. Y. C.

C. Humphreys, nominated by Mrs. Wittichell, won easily, Geo. Wittichell, nominated by Mrs. Brett, coming in second, with C. J. Cooke, nominated by Miss Sayer, third.

Event 6.—5.15 p.m. TWO LENGTHS' HANDICAP. Open to Members of the C. Y. C.

First heat resulted as follows: Geo. Wittichell (ows 12 seconds) first in 47 1/2 secs. O. R. Churney (ows 12 secs) second.

Second Heat, S. R. Moore (ows 10 secs) first in 46 seconds. R. C. Wittichell (ows 10 secs) second.

Event 7.—5.25 p.m. LIFE SAVING COMPETITION. Each competitor to enter the water, fully dressed, and rescue a Dummy Figure. Winners to be judged on time and method of rescue.

This was won by R. C. Wittichell with L. E. Lammett second.

Event 8.—FINAL TWO LENGTHS.

S. R. Moore won this final easily in 46 seconds; the fight for second place was very good, G. Wittichell just winning by a touch.

Event 9.—WATER POLO.

Blues:—R. O. Wittichell (Capt.), Gunner Burch, Geo. Wittichell, Gunner Guest, O. R. Churney, W. Abbas and L. E. Lammett.

Whites:—G. I. Cooke (Capt.), A. H. Carroll, Corp. Burke, H. C. Sayer, J. Forbes, Private Williams and Baderman Barrard.

The Blues were looked upon as hot favourites but their goalkeeper was unable to ward off the terrific shots of A. H. Carroll, who netted twice, in the first spell, Corporal Burke adding goal number 3 just before half time. Many anticipated a better result when L. E. Lammett, the crack goalkeeper of Hongkong, assumed charge of the Blues goal, but this change made no difference as it was, getting dark. Carroll succeeded in scoring 3 more goals, bringing the final score up to 6 goals to nil at the sound of the whistle in favour of the Whites.

At the conclusion of the sports Mr. Francis Clarke kindly presented the prizes to the successful competitors and was the recipient of a handsome bouquet of flowers set in a silver holder with the Club's colours.

HOUSE INTRODUCES POLISHED.

GAMBLERS AT THE POLICE COURT.

Trespassing in European establishments is a very common offence in the Colony and is the cause of frequent annoyance to the inmates. An instance of this was furnished in the Police Court last Monday, when two Chinamen were placed in the dock for unlawfully being found in a house, without the permission of the inmate.

Mrs. Digging, residing at Morrison Hill Road, was the complainant in the case and from the lady's evidence, it appears that on Saturday afternoon, the men were found in the servants' quarters, for what purpose it is not known, but probably to form a gambling party. The lady asked the men what they wanted in her house but the men could not offer a satisfactory explanation, and they were handed into the custody of the police.

On Monday, one of the defendants told Mr. F. A. Hazledine (First Police Magistrate) that he came from the country and visited the complainant's house for the purpose of delivering a letter to the cook. One of the defendants was fined \$5.

KOWLOON-CANTON RAILWAY.

HONGKONG DOES NOT WANT TO BE A SECOND MACAO.

The Straits Echo writes editorially:—

Whoever put Mr. Ginnell, M.P., up to ask the questions reported by Reuter yesterday, with regard to the Kowloon-Canton and Canton-Hankow Railways, cannot have explained things sufficiently to him. The only genuine agitation left is one having reference to the wastage of money by the Crown Agents. We cannot imagine the existence of a single individual who, knowing anything at all about it, would suggest that the river route to Canton make the first-named line unnecessary.

Even the Colonial Under-Secretary failed (if Reuter's condensation have not misrepresented him) to represent the real importance of this little local line. To speak of the indirect profit accruing from improved trade facilities, was too vague, especially when reply was made to the extraordinary suggestion that the existing river route is shorter and more satisfactory. It is quite correct that the undertaking has the full consent of the local Government, but it has more than that. It has the popular sympathy and good wishes.

Hongkong is no longer just a small island emporium like Penang. Hongkong includes and embraces, in a manner with which the relation of Penang and Province Wellesley cannot be compared, the peninsula of Kowloon and the leased hinterland known as the New Territories. The development of Kowloon promises to make Hongkong proper, and to make of it a mere residential suburb.

The Kowloon-Canton railway, primarily, is to open up Kowloon and its rich hinterland. The alignments, so far as engineering possibilities would permit, was made with that in view, and numerous branch lines are future certainties. This important area, in addition to being made available and useful, is also linked with Canton, that most important Chinese commercial neighbour and customer of Hongkong. So far we have the indirect profit of improved trade facilities mentioned by Mr. See.

Above and beyond that, however, is the fact that this local line is to allow Hongkong to participate in the benefit of the Chinese railway system, slowly but surely opening up the Empire. The Hankow-Canton line is a continuation of the trunk line from Peking to Hankow, with which Shanghai is rapidly making connection. Shanghai has a navigable river route to Hankow, the great railway junction of the north, and thus to the delivery centres of China. The development of the railway to the future, but there are no doubts in Shanghai as to whether the railway to Hankow will be profitable or not. Given trunk lines connecting Peking and Shanghai with Canton via Hankow, Hongkong would look very foolish, would it not, to let such an important artery have its terminus remain at Canton, when an eighty mile track makes Hongkong (or strictly speaking, Kowloon) the natural southern terminus of China.

The very commercial existence of Hongkong depends upon it. From time to time there have been alarmist rumours in the northern colony about enterprises that were to make Hongkong or Canton the delivery centres of China, and thus to abolish the transhipment trade of Hongkong. Hongkong does not want to become a second Macao, which is the Malacca of South China. It would be, in all probability, if it did not hasten to secure its claim to be the terminus of the line linking North and South China.

Mr. See's reply with regard to the much-talked-of undertaking of H. E. Chang Chih-tung was satisfactory, and squared with the version repeatedly given by the *Strait Echo*. It may be as well to explain again the reasons why Hongkong should be the terminus of the line, and to explain the scheme for connecting Hongkong with Hankow, in its own interests. It was a political loan, which was worth making, even free of interest. The undertaking of Chang Chih-tung was a mere preposterous makeshift, and in any case the grasping financiers themselves made it useless. The Germans, perhaps with an eye to imperial considerations and indirect advantages, offered easier terms, which China had every right to accept. The clients of the China Association seem to want a "heads we win, tails you lose" arrangement.

Mr. See's answer to the question about the swelling cost of the Kowloon-Canton line was one that has already done duty in the Hongkong legislative Assembly. The original "estimate" was probably not intended to be an exact estimate, and we are quite able to see that the engineering difficulties encountered, the unexpected rapacity of land speculators, and other factors, account for much of the excessive cost of this line. But it is not the less true that it need cost no more than much. The Crown Agents have a good deal to answer for. It has been stated to us on excellent authority that the Chinese were getting rails, for instance, delivered, far cheaper than the Crown Agents got the very same rails. O. B. Then there was the excellent preliminary work done by the P. W. D. Hongkong, to save time, which the Crown Agents' professional nominees condemned and abandoned. This involved a lot of expensive embankment work, the necessity for abandoning which has never been satisfactorily explained. This ought to be mentioned but at the same time too much emphasis should not be put on the expediency of this important undertaking. The nature of the alignment chosen is such that the cost per mile must inevitably appear very high, in comparison with other lines.

COTTON YARN IN JAPAN.

A QUIET MARKET.

The Osaka *Mainichi* notes that the *Bon* festivals are now over and that the cotton yarn season has been entered upon. The rice harvest promises to be abundant and it is expected that a large demand for cotton yarn is certain to rise in the interior. The bad cotton crop in America has removed the possibility of a decline in the quotation of yarn, so that the market ought to improve, but despite this factor, the Cotton Yarn Exchange in Osaka remains very quiet, and business in the city is not so active as was expected, the market fluctuating only a yen or two. This is regarded as a very strange phenomenon, but the inactivity must be ascribed to the slackness in the export of yarn. There remains in Shanghai a stock of about 50,000 bales of Japanese yarn, and this is checking the sale of yarn for export. Compared with Chinese and Indian yarn, the Japanese yarn is maintaining a comparatively high price in 20s, but in 10s the Chinese is ruling the highest. In consequence, only the better-processed Japanese yarn will be exported. But Japanese spinners cannot reduce the prices now ruling, while any increase in price would check the export. For this reason no great fluctuations are likely to be seen in the yarn market for the present, and the maximum quotation will probably be 15s, with a minimum of 12s.

We understand that the spinners meeting are working at top pressure to produce yarn. The total output of yarn in Japan for last month amounted to 50,523 bales, against 70,200 the previous month, and 50,418 bales for August last year. Japan Chronicle.

LORD KITCHENER'S TOUR.

EXPECTED IN HONGKONG SEPT. 26.

We (N. C. D. News) publish below a list of the dates and principal stopping places arranged for Lord Kitchener's tour of the Far East; from which it will be seen that he expects to arrive at Shanghai on October 5 and to remain here for three days. He will stay with Colonel C. D. Bruce, at Shanghai; at Nanking with Mr. Goffe, H. M. Consul; and at Peking with Sir John Jordan, British Minister.

Lord Kitchener's tour is entirely a pleasure trip—one that he has contemplated for some years. At Shanghai his party will be joined by Colonel Bruce, under whose guidance it will visit the places of principal interest en route to Peking, and in North China, before going to Manchuria, where the visitors will inspect the fields of the principal battles, between the Russian and Japanese forces.

On September 25, the party will be joined by Major-General Sir Henry Rawlinson and Colonel the Hon. Charles Lambton, and Lieut.-Col. the Hon. William Lambton, brothers of Vice-Admiral Sir Hedworth Lambton, who will come from England, via Siberia. After doing Manchuria as thoroughly as will be possible in the time allowed, Lord Kitchener will cross to Japan, where he will be present at the Autumn military manoeuvres. The proposed tour is as follows:

Arrive in Hongkong on or about.....	Sept. 26
At Hongkong to visit Canton and Macao until.....	Oct. 3
Leave Hongkong for Shanghai by P. & O.	" 3
Arrive at Shanghai.....	" 8
Remain at Shanghai until Leave for Nanking by rail (8 hours) on.....	" 8
Arrive Nanking on.....	" 8
Remain at Nanking until Leave for Kiukiang and Hankow on.....	" 9
Arrive at Kiukiang on.....	" 10
Arrive at Hankow on.....	" 11
At Hankow on.....	" 13
Leave Hankow on.....	" 14
Arrive at Peking on.....	" 16
Remain at Peking, until Ming Tombs, Great Wall, etc., until.....	" 21 (night)
Via Shanhaiwan, Mukden, Dairen, Port Arthur and Korea, which will take until, say.....	" 29
Arrive at Tsuruga in Japan on.....	Nov. 1

THE YOKOHAMA SPECIE BANK.

A PROFITABLE HALF-YEAR.

The local manager of the Yokohama Specie Bank informs us that he is in receipt of a telegram from the head office to the effect that, at the half-yearly meeting of shareholders held at the head office of the bank, Yokohama, on the 10th inst., the resolution was passed to pay a dividend of 1s. 6d. per share for the half-year ending the 30th June, 1900; to add to the reserve fund Yen 400,000; and to carry forward the sum of Yen 1,155,000 to the next account.

MEETING OF JUSTICES.

APPLICATION OF BELLE VIEW HOTEL GRANTED.

A meeting of Justices of the Peace was held at the Magistracy, last Monday afternoon, for the purpose of considering the following application under the Liquor Licenses Ordinances, 8.01 1898 and 8.02 1900, viz:—

From one William Wicher for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Dale Street, Wan, under the sign of "The Belle View Hotel."

Mr. F. A. Hazledine said and there were also present Hon. Mr. F. J. Baderell, Captain Superintendent of Police, Messrs. J. R. Wood, G. H. Wakeman, R. H. Craig and C. D. Melbourne.

The application was unanimously granted.

CHINESE COMMEMORATION STAMPS.

INITIAL SUPPLY EXHAUSTED.

The special series of stamps issued to commemorate the accession to the throne of the young Emperor, Hsien Tung, was on sale in Shanghai yesterday morning, says the *N. C. D. News* of 9th inst. and throughout the day there was a large demand. Unfortunately, the information concerning the total number issued, the number allocated to Shanghai, and the value of those sold up to any given time, was not available, but we have been informed that only a very small number of commemorative stamps had been issued, and that the quantity allocated to Shanghai is proportionately low. Some 40,000 stamps, aggregating about \$70,000 in value, were sold in Shanghai yesterday and this for the present exhausts the local supply. Another batch, however, is expected to be on sale shortly. The design, which is by Mr. Pirry, Postal Secretary to the Imperial authorities, is very pleasing, and has been well executed. There are three stamps in the series, the face values being two cents, three cents and seven cents. The two-cent stamp is blue, and the seven-cent stamp is violet. Around each is a fancy border in yellow, the Chinese characters and the English wording, namely, "Chinese Empire Hsien Tung First Year," and the value of the stamp, being in white ink. The stamps were printed by Waterlow and Sons, Ltd., London. Those who purchase these stamps may feel confident that there will be no re-issue when the present issue, which will be under 5,000,000 altogether, has been exhausted.

According to the official programme, the 1st Battalion Royal Irish Fusiliers will embark at Malta on the troopship *Soudan* about the 20th inst. en route for Tientsin, North China. The troopship will call at Singapore on Oct. 17, at Hongkong on the 24th, and the 2nd Battalion will be despatched, Ching-wang-tai, on Nov. 2, where the battalion proceeds to Tientsin to be stationed in relief of the 2nd Battalion Queen's Own Cameron Highlanders. The Cameron's will embark on the *Soudan* Nov. 4, and the troopship will convey them to Madras, arriving there on Dec. 2, and thence to Bangalore, where they will be stationed for the first time in India.

DOMESTIC SERVANTS.

AGITATION ON QUESTION OF REGISTRATION.

The question of the registration of domestic servants, which has so often been mooted by the Europeans in this Colony, says the *Peking Gazette*, is now agitating the European community in Burma, and a number of papers on the subject have been sent by the local Government to the Chamber of Commerce, the Trades Association and the Municipality of Rangoon, all of which bodies appear to be in favour of the suggestion.

It was originally proposed to adopt as a model the Ceylon Ordinance, which is summary law in force in Ceylon, but it was contended that this ordinance imposes irksome restrictions and obligations on employers, and involves police interference between employers and employed. One-sided legislation would, of course, be unpopular and defeat the very object in view for it must be borne in mind that the servant question is largely one of supply and demand. It is further argued that the effect of compulsory registration would be to raise wages and curtail the supply of servants. Registered servants would probably be good, but they would be comparatively scarce and dear, and in a large city like Rangoon, and this applies equally well to towns in this Colony, serious inconvenience might arise from the diminution of their numbers. It has been suggested that the Rangoon Trades Association should take up the question of voluntary registration of servants in Rangoon, and by this means facilitate the introduction of a better class from other provinces.

THE CEYLON ORDINANCE.

The subject is one of much importance to Europeans in the East that we offer an apology for reproducing at length the following summary of the Ceylon Ordinance No. 28 of 1872 relating to registration of servants:—

The term master is defined as including every person having servants in his employ, and servants as domestic servants hired by the month or receiving monthly wages and including head and under servants, female servants, cooks, coachmen, horsekeepers and house and garden coolies. A Registrar of domestic servants, who is under the general supervision and control of the Inspector-General of Police, may be appointed for the island of Ceylon or for any town or district in which the ordinance may be brought into operation. It is the duty of the Registrar to receive applications from persons desirous of entering domestic service. He satisfies himself that the applicants are fit before registering them and he records in the general register what he has been able to learn respecting their antecedents, and also, the names of any persons who certify to their respectability. The Registrar may grant provisional registration to persons who cannot produce sufficient evidence as to their fitness. This registration may be subsequently confirmed according to the result of service. He may also refuse to register a person, but must report the matter for the Inspector-General of Police's approval.

DUTIES OF MASTERS.

The registration of convicted offenders associates of thieves and persons known to the police to be leading disorderly or disreputable lives is prohibited; but on the application of a respectable householder, who intends to engage him, any person may be registered. All registered servants are provided with pocket registers in which are recorded the particulars included in the general registry. The duties and obligations of a master are as follows:—(1) On the introduction of the ordinance to call all his servants to be registered and to supply a list of them to the Registrar showing the names, capacity in which employed and date of engagement of each. (2) On engaging a servant to enter in the servant's pocket register the date and capacity in which the servant is engaged. (3) On discharging a servant to insert in the pocket register the date and cause of discharge. (4) To give each discharged servant a character or to furnish to the Registrar a reason for refusing to do so. (5) A master is prohibited from engaging a servant who fails to produce a pocket register or whose register is incomplete. The duties of a servant are as follows:—(1) To attend personally before the Registrar and to supply necessary information for the purpose of being registered. (2) To attend personally within 15 days after any new entry in his pocket register. (3) To produce his pocket register when called upon to do so. For breach of any of these obligations and duties a master or servant is liable to a fine of Rs. 20, and a servant giving false information is liable to a fine of Rs. 50 or simple imprisonment for a term of three months. A fine of four annas is payable to the master on engaging a servant and by a servant for registration.

THE SYSTEM IN A NUTSHELL.

The Government of Burma wrote to the Ceylon Government asking for information in regard to the working of this ordinance. The Colonial Secretary, in reply, forwarded a report on its working by the Inspector-General of Police, Ceylon. The ordinance has been found to serve a useful purpose in Ceylon. The Inspector-General says:—Personally I would draw attention of the Burma Government to the following points:—

(1) The registration should be attempted all over Burma. The existence in Ceylon of areas where the ordinance is not in force militates very strongly against its utility. The work to be done under the ordinance is not much for the ordinary officer in charge of the station in a place where the number of servants is not too large. (2) The charges for registration here are far too low and do not provide a sufficient staff; it must be remembered that a watch will have to be kept upon a very large number of servants.

The minimum charge on registration or engagement should be one rupee, the charge for a duplicate pocket register should be five rupees, and for a triplicate pocket register should be ten rupees. There would then be some deterrent to servant making away with a pocket register in which uncompensatory remarks are written and applying for a new book. (3) Power should be taken to take the fingerprints of all servants on first registry, and they should be examined in the fingerprint bureau attached to the Inspector-General of Police's Office.

This is the whole subject in a nutshell and the underlying principle might with advantage be adopted in the Colony and F.M.S., where the servant question is both acute and perennial. Registration has several times been proposed in the Straits and the last move towards it was made not very long ago when a high legal authority actually drafted a bill, but dropped the matter when informed that the Chinese Protectorate doubted its ability successfully to fight the all-powerful Hylam Kongrei—a rather humiliating admission for a Government department to have to make.

Messrs. Gurn and Co. advise that the manager of the Balgownie Rubber Estates reports that the rubber crop harvested during the month of August was 5,450 lbs., estimated dry. In the corresponding month of last year it was 5,285 lbs. dry. The total for the first five months of the year 1900 to date was 29,197 lbs., estimated dry, and the total for the corresponding period of last year was 29,197 lbs. dry.

THE MANCHURIAN MANCEURION.

Although the full text of the agreement that was signed on Saturday is yet unknown, there would appear to be little doubt as to its main features. Both the semi-official *Kokumun Shimbun* and the *Niji Shimbun* of Tokio publish elaborate summaries of that agreement; and although the Japanese Foreign Office preserves some reticence, there is no reason to doubt the authenticity of the two published versions, which indeed are practically identical. Broadly speaking the agreement follows closely upon the lines of what has already appeared in these columns; but the discrepancies between previous versions of the clauses referring to the Heilmintun-Fukumen railway and to the Fushun collieries are now adjusted by certain important additions, which with further provisions on other points reveal the compromise under a very different aspect from that which it first assumed. In respect of China's sovereignty and relinquishes her protection over Koreans already resident in the district, although she will continue to exercise protection over all who shall reside in Chienao hereafter, the latter term implying, presumably, after the signing of the present agreement; whether Japanese protection is to apply to descendants of present residents is not clear. Stipulation is also made for a Japanese Consulate in Chienao. The Fushun and Ventail collieries are to be leased to Japan, but the latter will compensate the private Chinese owner whose dispossession both before and since the war has been one of the chief stones of offence in this difficult question. The extension of the Peking-Mukden railway into the native city of Mukden, and the retention by Japan of the Tashihiao-Nenchang branch-line are agreed upon as a kind of exchange against one another.

In respect of the Heilmintun-Fukumen railway which with the question of Chienao is likely to attract most the attention of the outside world, China is understood to have consented not to build such a line without Japan's consent; and in the event of that consent being given, Japan "will demand for her concession the construction of the line." This, if correct, means simply that China has recognized the validity of Japan's original contention, and that the last agreement already entered into with a British syndicate for the extension from Heilmintun to Fukumen is unceremoniously swept aside. Presumably any arrangement that was made under the old interpretation of China's rights in respect of this extension is technically dissolved by the new. But it must be confessed that Japan's present stipulation, after supposing it to have been made in accordance with her professions of maintenance of the open door in Manchuria. More than this, the interesting question of the distance from the South Manchuria railway at which any other line is to be considered a dangerous competitor, is left apparently untouched; nor is any answer as yet given to China's application to Japan to define the "sphere of competition." If further it be true, as has been confidently stated, that Japan has notified China that she will not permit any development of Manchuia by means of railways connected with the Chinese Northern Railway system, it must be admitted that the privileges of the South Manchuria railway are assuming altogether unwarrantable proportions. In respect of Chienao the arrangement as quoted above is virtually that which China had proposed so far back as last March, and it must accordingly be regarded as satisfactory to her. But the *Kokumun*'s announcement that Japan will demand the extension of the railway from Kinto to Chienao, which would connect with the proposed Seoul-Gensan railway puts a different complexion on her proposed surrender. A single glance at the map shows how completely such a line would strengthen Japan's grip on South Manchuria taken in conjunction with her new hold upon the Kinto-Kungsheng railway and the reconstruction of the Peking-Mukden line. If in addition to this advantage she is to have an equal share in the Tashihiao mine, the sacrifice of nominal sovereignty rights over Chienao and a section of its inhabitants is not considerable.

There remain what may be called the minor railway questions and the Fushun collieries on all of which the agreement, so far as can be seen, is equitable enough. It was scarcely to be supposed that Japan should altogether hand back the mines that Russia had acquired before the war; and the payment of royalties, with compensation on a reasonable scale to private owners should settle the dispute for ever. In respect of the Mukden station and the Nenchang branch-line, if China's contention that the latter should be torn up, under the old agreement with Russia of 1898, was unreasonable, it was equally unfair that Japan should have refused to allow the Peking-Mukden line to run into the native city, and the most suitable arrangement was an exchange on these two points. To sum up, it must in fairness be said that Japan would appear to have shown a more conciliatory spirit than might have been expected of her. If in respect of the Fukumen railway and of Chienao she has conceded more apparent than real, designed as it seems rather to impress the outer world than to do China any real service, it must be remembered that on the Fukumen question at least Japan has never swerved from the position that she first took up; nor can any nation be expected in bargaining to give away more than she is obliged. But when we remember the past history of the whole Manchurian controversy, the rupture of the negotiations, the attempt on China's part to refer them to the Hague tribunal and the solid ill-will engendered by the continuance of discussion, it may, perhaps, be thought that any agreement is preferable to none.

As with every compromise and convention, its success as an emollient to the sore relationships of China and Japan will depend upon the manner in which it is executed more than upon its actual terms. Even now in all probability an agreement has only been made practical because Japan has given China practical proof that she should stand no further trifling. The lesson of the Antung-Mukden railway reconstruction is written large across the apparent ease and cordiality with which in these latter days the negotiations have been conducted. But it is only the more incumbent upon Japan to show that what she has gained by strength she will use with justice.

The following summary of the Agreement signed at Peking on September 1, regarding Manchurian controversies between China and Japan, has been kindly communicated to the Press by the Japanese Consul-General at Shanghai.

1. Chienao, Tumen River, and in the east of Moheba, Shimbun, shall be the boundary lines between China and Korea. China agrees to open Lungtungshun, Chitrachien, Tontsokun and Pailtsakun in Chienao for foreign trade, and recognizes the right of Koreans to reside in a limited district there. China consents to Japan's establishing Consulates and their branch offices in the above-named ports.

2. Korea residing in the said district shall be placed under the Chinese jurisdiction, the Japanese Consul or his deputy having the right of sitting at the court as he may please. The Chinese Government shall, in a limited district, extend the Kiro-Changchun Railway to Heilmintun. It will be connected with the Korean Railway. The details thereof shall be arranged between the two countries following the conclusion of the agreement regarding the Kiro-Kuangsheng Railway.

3. Fushun Railway.—China agrees not to build the Fushun Railway without the consent of Japan.

4. Tashihiao Railway.—The Tashihiao Railway is recognized by China as a branch line of the South-Manchurian Railway. China agrees to the extension of its terminus to Yinkow (Nenchang).

5. Peking-Mukden Railway.—As to the extension of the Peking-Mukden Railway into the native city of Mukden, it shall be settled after negotiation between the officials and experts of the two countries.

6. Fushun and Ventail Coal Mines.—China concedes to Japan the right of working the Fushun and Ventail coal mines; Japan, on the other hand, shall respect China's sovereignty and pay a royalty. China consents to impose a maximum export duty for the output of coal.

7. Other Mines.—As regards the mines along the railway, the matter shall be treated in accordance with the principles arrived at previously between the Viceroy and the Consul-General at Mukden.—N. C. D. News.

JAPAN AND CHINA.

CHINESE STUDENTS' PASSIONATE CIRCULAR.

Recently it was reported that the Chinese students in Tokyo had issued a printed circular of considerable length, strongly condemning the action of the Japanese Government regarding the Antung-Mukden Railway, and urging that Japanese goods should not be imported into China as an act of retaliation. We now learn from the *Asahi* that these circulars have been distributed broadcast in all the provinces of China, and the text has been reproduced in the Chinese Press. Our Osaka contemporary gives the following as being the substance of the circular:—

"China has continually experienced diplomatic troubles during the past ten or twenty years, resulting in her people being disturbed in spirit. The situation has become worse since the Russo-Japanese War, and external troubles have multiplied. Little Japan, acting under the influence of her victory in the late war, threatens to conquer the whole of East Asia. As the first step in her operations Japan laid hands on Korea, and then extended the scope of her operations to China, whom she has openly robbed of her coal-mines. Japan has now started the reconstruction of the Antung-Mukden Railway at her own will. She has over-run Chienao, and demanded from China compensation for the Tashihiao and Pailtsakun branch lines. It is not unusual for the stronger to act illegally in any part of the world, such has been the case in all times, past and present, but nationality has offended more in this respect than Japan in recent years. These events are well-known to everyone, and in addition Japan has secret designs to invest money in the Chao-Chow-Swato Railway in Fushun and to eventually assume control of the line. Japan is constantly sending emissaries in the guise of literate vendors to all the provinces of China, trying to get the condition of affairs in the interior. The Japanese students of the Tiao Douku Kwei School in Shanghai are constantly travelling in the interior, disguised as Chinese, and keeping their eyes open as they move along through the country. Japanese squadrons are always in the China seas under such names as Yangtze squadron, &c. That Japan cherishes designs in China may be inferred from the facts above cited. It is an indisputable fact that Japan has ambitious designs on China, and is putting them into effect in various ways, and that she has obtained a strong position in the interior power and has overthrown the sovereignty of the peninsula. Formerly Korea belonged to China. 'The lips have gone and the teeth feel cold.' We shudder at the thought of Korea's fate. The so-called ultimatum of Japan, in which she declared her intention of taking free action in the reconstruction of the Antung-Mukden Railway, was presented to Mr. Wang, Mr. Hsiao, Japanese Minister in Peking, and the Chinese Government has been forced to accept it. 'Can our country be called a State?' A State comprises people, territory, and sovereignty. Now that Japan is allowed to take free action in Chinese territory, what becomes of the sovereignty of China? Japan took free action in the reconstruction of the Antung-Mukden Railway on August 7th, and this date may be commemorated in China as the beginning of her end as an independent State. China in India, and Burma, France in Annam, Russia in Siberia, Holland in America, in the Philippines,

New River Steamer.

LAUNCHED AT KOWLOON.

A RECORD IN HONGKONG SHIPBUILDING.

14th inst.

It was Mr. T. Neave, who presided at the complimentary dinner the other day to Mr. G. A. Caldwell, the popular acting secretary of the Hongkong and Whampoa Dock Co., who said that we were living in a record-making age. We have to congratulate that gentleman and others associated with him in the Dock Co. upon the latest record which they have established; thus adding another achievement in favour of Hongkong in the direction of ship construction.

The launch of the s.s. *On Lee*, which was successfully carried out at Hung Hom Bay this morning, establishes a record in shipbuilding in the Colony for a steamer of that vessel's size. The keel-plate of the *On Lee* was laid on the building berth at Kowloon in the middle of May last and she was so far completed that she took the water this morning in admirable style within four months of the commencement of construction.

When a number of our staff visited the Dock yesterday afternoon, the hull of the new river steamer was a conspicuous figure on the cradle. This morning she was all gay with bunting preparatory to the christening ceremony. Besides the president and directors, and a few friends, of the Sze Yip Steamship Co., Ltd., to whose order the vessel has been built, there was a small party of ladies and gentlemen who had been invited to witness the ceremony. Accommodation was provided on a specially erected platform. When all was ready the order "Go" was given upon the fall of the last block automatically the vessel glided down the ways into the water. Mrs. Fletcher, wife of Mr. H. L. Fletcher, who superintended the building on behalf of the directors, Messrs. Carmichael and Clarke, broke the bottle of wine across the bow of the vessel and named her the *On Lee* as she sped down the ways. Cheers followed amidst a deafening fusillade of crackers.

After the launch Mr. W. Wilson, acting chief manager, of the Dock Co., presented Mrs. Fletcher with a gold watch bangle as a souvenir of the occasion. The bangle was suitably inscribed. Mrs. Fletcher was also the recipient of several pieces of silver ware from the directors of the Sze Yip S.S. Co., who made the presentation on behalf of the Company.

Immediately after she was launched, the *On Lee* was towed round to the Dock wharf where within half-an-hour's time she took her first set of engines on board. The feat is illustrative of the capabilities of the dockyard for smart work.

The party adjourned to the drawing office where, after light refreshments, "Success to the *On Lee*" was proposed by Mr. Wilson, who in a neat little speech thanked Mrs. Fletcher for the part she had performed in the morning's ceremony.

The president of the Sze Yip S.S. Co. replied and in turn, toasted "Prosperity to the Hongkong and Whampoa Dock Co.," whose smart work the speaker eulogized. Under the contract the stipulated period for completion is ten months, but we understand that, such has been the rapidity of the builders, that the steamer will be delivered fully ten months ahead of contract time.

And this under no clause in the agreement providing for any premium for completion before the stipulated period. The work has been expedited, without sacrifice of efficiency, in order to meet the wishes of the owners who are desirous of possessing a suitable vessel as soon as possible in order to capture the incipient promising trade—both in passenger and freight—which has been tapped by the Hongkong-Swanton trade, and which the *On Lee* has been built. The admirable adaptability of the vessel for the river traffic will be ascertained from the following specifications:

The *On Lee* is a steel twin-screw river steamer, of the following dimensions:—Length over all 175 ft. Breadth on main deck 34 ft. Breadth on water-line 30 ft. Draft (moulded) 11 ft. 2 in. Draft with 100 tons deadweight, 8 ft. 10 in. Speed 17 knots.

The *On Lee* will be fitted up with two sets compound steam-condensing engines. Diameters of cylinders 25 and 31 in. with stroke of 22 inches. Two steel boilers, single-ended, cylindrical, multitubular type, 11 ft. 6 in. diameter by 10 ft. 6 in. long. Working pressure 125 lb. Each boiler is fitted with two Fox's corrugated furnaces.

The vessel will be lighted throughout by electricity, the electric plant which will be installed will be of the most modern description.

VESSELS FOR MANILA.

At the time of our representative's visit to the Dock, there were seen also on the building berths three wooden lorcha and six steel lighters building for the U.S. Quartermaster's Department at Manila. In addition to these vessels a steel steamer of small dimensions is also well advanced and should be ready for launching before very long. The latter vessel is also for the military department at Manila. The construction of all the ten vessels was secured under competitive tenders against firms in Hongkong, Shanghai and Singapore.

WELLS AS A CLEANSING FACTOR.

MINUTES BY MEMBERS OF THE SANITARY BOARD.

The following minutes by members of the Sanitary Board on the question of the reopening of certain wells for general cleansing purposes were submitted at the fortnightly meeting of the Board last Tuesday afternoon:—

Dr. C. H. L. Fitzwilliams:—It would seem to be advisable to reopen these wells but very careful supervision should be used to see that the water so obtained is not to be used under any circumstances for drinking purposes. If such supervision cannot be guaranteed, the wells ought to be left closed.

Colonel W. G. A. Bedford, C.M.G., R.A.M.C.:—Open the wells and treat water with kerosene.

Mr. Lau Chu Pak:—All the old wells, which had been closed, should be reopened for cleansing purposes. No more water from the mains should be used until the wells of the inhabitants have been properly attended to. At the present moment, the Chinese are compelled to carry muddy water from the canals or any place where water is procurable for cooking their food. From a health point of view, nothing can be worse than this.

Mr. Ho Kom Tong:—All old wells should be reopened, and if kerosene oil be added, as suggested by His Excellency the Governor, I fail to see how the water can be used for drinking purposes.

Mr. E. A. Hewett:—The wells might be re-opened if it can be made absolutely certain that the water cannot be used for potable purposes.

Mr. John Burkinshaw, of St. Bruno, Sunningdale, Berks, formerly of Singapore, who died on July 15, aged 68, left his net property of the gross value of £3,913 6s. 7d., net £35,857 10s. 1d. His foreign property of the gross value of £20,755, net £23,331 10s. (exclusive of interest).

China's Naval Re-organisation.

HONGKONG CHINAMANS' MUNIFICENT OFFER.

PRINCE SHUN'S APPRECIATION.

Whatever may be the outcome of Prince Shun Pui-lap and Admiral Saba's recent visit, on special commission, to South China in pursuance of the naval reorganisation scheme for the Empire, of one thing we may be fairly certain, and that is, that His Imperial Highness's patriotic address to his genial hosts on the occasion of the banquet at the Ko Shing Theatre in Hongkong, on the 8th inst., has not fallen upon deaf ears. On the tenor of that masterful, politic appeal to his compatriots, we need not comment at this stage. Suffice it to say that a perusal of the translation which has been printed in these columns will convince the most casual observer that the main difficulty confronting the Naval Commissioners in their appointed task is one of ways and means. The wherewithal for the nucleus of a Navy was the keynote pervading the whole tenor of the speech at last week's banquet. Whether Prince Shun felt confidence in his words would so soon be productive of their magic effect is a moot point. In any event they have not failed to appeal to Chinese patriotism for an instance which has just been brought in our notice will illustrate.

On his return on the 10th inst. from Canton on voyage for Tientsin, Prince Shun Pui-lap was presented with a "humble petition" from one Cheung Yeung-hin. This gentleman, we are told, is a brother of the renowned Cheung Pat-zi, who will be remembered in connection with his undertaking to Sir Frederick Lugard to raise a sum of \$200,000 from the Wei-chow and neighbouring prefectures for the Hongkong University Education Fund. Mr. Cheung Yeung-hin is one of the promoters of the now completed Swatow-Chow-chow Railway, and a former tin magnate of the Federated Malay States.

The memorial recited that the petitioner would be graciously pleased, with the Imperial consent, to contribute a sum of two hundred thousand dollars to the funds for providing China with a Navy in pursuance of the project which the Special Commissioners have been appointed to formulate. So deeply moved was Prince Shun with the patriotic spirit animating the petition that he asked for Mr. Cheung Yeung-hin's attendance on board his flagship, the *Ho-chi*, then in Hongkong harbour. As a special mark of royal favour Mr. Cheung was requested to take his son with him. The interview took place in due course. After expressing to the patriotic gentleman his sense of personal appreciation of his munificence, Prince Shun informed Mr. Cheung that his petition would be transmitted to the Throne for special commendation. With profuse acknowledgments the patriot retired.

The worthy example has already been emulated. According to present information, a Chinese gentleman, who desires to remain anonymous, has made a similar offer to the Naval Commissioners. Rumour associates the name of a well-known compatriote of a British firm in Hongkong with that of the second patriot.

It will thus be seen that if the Commissioners' visit full of technical results it has, nevertheless, been fruitful in financial success which is a consideration of no mean importance in advancing China's embryonic naval scheme.

CANTON AT BOWEN ROAD BURGLED.

SMART CAPTURE BY SOLDIER ON DUTY.

14th inst.

The canteen of the Military Hospital at Bowen Road was the scene of a daring burglary in the early hours of this morning. It appears that shortly after the stroke of three this morning, a Chinaman of the *per-dwell* class somehow or other gained admittance into the building. Once there, he set about annexing various valuable articles, and was doing fine, having managed to get hold of no less than some \$37 and a box of cigarettes, when Fate played him a trick. As our hero firmly believes in the truth that every little makes more, he was not content with what he had got but proceeded to make further investigations, which he little thought would bring about his downfall. A soldier (Lance-Corporal Byrne, R.A.M.C., who was on duty, suddenly heard the sound of breaking glass and, realising that something unusual was happening in the canteen, proceeded in the direction whence the noise came. He was on late, however, for the robber, who seems to have been well posted in all the ins and outs of the premises, quickly jumped out of the window and successfully evaded his would-be captor. Then followed a hot chase, in which a number of the hospital's inmates, who had by this time thoroughly appreciated the situation, joined. The nimble thief vigorously sustained a game of hide-and-seek, in which for the time being he baffled all the efforts of his pursuers. But on going behind the barracks, a number of soldiers by an adroit flanking manoeuvre, assisted by one of their number on the top of an elevation who directed their movements, soon captured the nimble one, who spent the rest of the morning in State lodgings. This morning, he pleaded not guilty to the charges preferred against him with a crest-fallen air and was awarded three months' hard labour and six hours' stocks in lieu of one day by Mr. J. R. Wood (Second Police Magistrate) for attempting to get rich quick.

SHANGHAI TRADE.

Messrs. Albert and Co.'s Piece Goods Market Report says:

A tone of strength is being imparted to our market by the rise in value of American cotton and the daily widening gap between prices ruling here compared to those asked from producing centres, the further likelihood being that the firmness now being exhibited in Manchester is only the beginning of the upward movement in values that has already commenced. As for the ultimate effect of the crop it is up to present expectations, it is likely to become an excellent customer to Manchester as the years progress. America has a great wheat yield this year, considerably more than compensating for its short cotton crop, which must have its due effect in stimulating business in that country, besides having a more far-reaching effect as regards the whole world's trade.

When the safety of present values ruling here are fully realised in up-country outlets, it is likely that a strong buying movement will set in, that will at least have effect in reducing the difference between spot and replacement prices, and already a certain amount of speculative purchasing from stock has begun to take place. Until, however, prices here come up to an adequate level, this market can only remain an onlooker, and likelihood of its being able to secure much supplies for the spring is remote. Stocks are, however, still considerable in the majority of plain staple goods.

At the meeting of the Sanitary Board last Tuesday afternoon, the Medical Officer of Health submitted the following minute relative to the bye-law for the prevention of mosquito-breeding:

As a preliminary to the discussion at the last Board meeting, on the subject of mosquitoes, I beg to recommend that the words "of the sub-family *anopheline*" be deleted from the attached bye-law, which was made by the Board in October last. There are a number of diseases, both of man and animals, which are conveyed by mosquitoes not belonging to this sub-family, of which the most notable examples are yellow fever and Filariasis, and it is undesirable, therefore, that the powers of the Board should be limited to one sub-division of the mosquito family. The steps to be taken to prevent the breeding of these pests are the same in all cases, namely, the prevention of the accumulation of standing water, which is necessary for the development of the larvae and the removal of such brushwood, etc., as may afford a shelter to the adult insects. The bye-law merely gives power to direct that steps shall be taken for the prevention of the breeding of mosquitoes on any premises, under the advice of the Medical Officer of Health or any Assistant Medical Officer of Health, and will apply only when mosquito larvae are actually found upon such premises.

Dr. Fitzwilliams intimated:—Not only on account of the diseases which mosquitoes other than *anopheline* may spread, but because, if the conditions are present, or the breeding of any kind of mosquito, the *anopheline* will, sooner or later, make use of them.

The Registrar General:—What is the average annual number of cases of yellow fever and Filariasis in Hongkong?

Mosquito Breeding.

MINUTE BY MEDICAL OFFICER OF HEALTH.

ANTI-MOSQUITO CAMPAIGN.

14th inst.

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THE FORMOSA SUGAR INDUSTRY.

JAPANESE GOVERNMENT PROTECTION.

The production of crude sugar in Formosa has made great progress, which is ascribed to the protection afforded by the Government, since the *Yokohama Chronicle*. The output of sugar in 1906 and 1907, which amounted to between 134,000,000 and 110,000,000 kin round figures, increased to over 220,000,000 kin last year, and is expected to reach 300,000,000 in a few years' time. Returns made by the Formosan Government show the area of sugar plantations and the production of sugar each year during the past few years as follows:—

AREA OF SUGAR PLANTATIONS.	1902.	1903.	1904.	1905.	1906.	1907.
	20,167 ha.	16,526 "	21,594 "	24,972 "	34,806 "	79,590 "
(A total of about 2 acres.)						

PRODUCTION OF SUGAR.	Refined Kin.	Crude Kin.
1903.	7,500,000	11,937,711
1904.	7,570,000	76,581,779
1905.	6,727,038	83,225,090
1906.	9,645,054	128,661,523
1907.	6,427,959	107,737,785

The aggregate amount of authorized capital of the principal sugar companies in Formosa is about ¥37,000,000, of which ¥21,000,000 is paid up. These companies are expected to be able to produce an aggregate of about 300,000,000 kin per annum from next year. Besides these companies, there are 291 sugar-refining factories conducted by Formosans, with an aggregate capital of ¥4,800,000. In a few years these companies and private factories will be able to produce sugar enough to supply the greater portion of the demand in Japan.

The Formosan Government has decided to change its method of protecting the sugar industry in Formosa and to grant a bounty at the rate of ¥1 per 1000 kin of sugar cane grown. It is believed by some that the change will prove a heavy blow to the sugar companies in Formosa, but this belief is said to be erroneous. Under the present system of protection, we understand, the excise on the first and second qualities of white sugar is ¥5 and ¥3 per 1000 kin, in now only ¥2.50. By the new method, the full excise of ¥5 will be levied. Instead the bounty of ¥1 per 1000 kin of sugar-cane grown will be equal to ¥1 per 1000 kin of sugar, taking the quantity of sugar obtained from 7,000 kin of cane at 10 per cent. In consequence, the amount of protection by the new method will be 50 sen less per 1000 kin of sugar. This will reduce the profit made by sugar companies at present—¥3.80 per bag (100 kin)—to ¥3.30. (These figures are based on the profit of ¥1.50 per 1000 kin.) At the same time the first half of the year's sugar is also to be modified on the adoption of the new scheme of protection. At present qualities up to No. 16 are included in the category of crude sugar, but under the new system No. 16 will be excluded. At the same time sugar companies will be made some allowance in the quantity of sugar obtained from the cane, so that the loss of profit by the companies will not be more than 50 sen per 1000 kin.

OPIMUM SMUGGLING.

SUSPECT SHADOWED BY CHINESE DETECTIVE.

A Chinaman giving the name Liew Seow was arrested in Tanjong Pagar Road, this morning, about 4 o'clock, carrying a basket containing 120 tablets of chandu, value at \$330, which he is suspected of having been attempting to smuggle into Batavia, reports the *Straits Times* of the 7th inst.

He told the third magistrate this morning, that he was a stoker on a French steamer plying between Singapore and Batavia. An old friend of his met him in Sage Street yesterday, and asked him to carry the parcel on board the steamer, saying that he himself would come on an earlier date and receive it. Accused received \$5 for his trouble.

Chinese Detective 155 said that an informer told him, yesterday morning, that a Chinaman was going to smuggle chandu to a steamer, and that he had done before. Witness went with the informer, and kept on the watch from yesterday afternoon till this morning, when he caught accused in the act. He followed him from a house in which the chandu was said to be secreted to the neighbourhood of the dock premises. The man was walking very fast and did not seem to be dropping the basket and ran, but witness soon overtook him.

The Farm's tester stated that the chandu was not that of the Singapore Farm, but looked like that of the Hongkong Farm. It weighed 120 tablets and was worth \$330.

Accused was fined \$100 or, in default, sentenced to six months' rigorous imprisonment.

THE P. and O. Company's steamer *India* left London 13th ult. with the following specie for Singapore:—Gold, \$540; and Hongkong Bank Silver, \$1000.

Canton Anti-Opium Movement.

VICTORY'S VIGOROUS CAMPAIGN.

DEADLOCK IN THE IMPORT TRADE.

[From Our Own Correspondent.]

14th September.

The New Viceroy of Canton, H.E. Yuan Shi Hano, is an avowed anti-opiumist. No sooner did he assume charge of office here than he declared his intention to put a stop once and for all to the evil habit of opium smoking among his subjects. In pursuance of this policy H.E. Yuan from the first day of his appointment set for the officials of all yamen and departments to see him one after another and personally questioned them closely about the work in their respective offices in order to ascertain their abilities as well as to see if any one of them is still addicted to the drug. It has even been suggested that so vigorously is the Viceroy pursuing the anti-opium campaign that he makes personal visits to the official yamans with a view of discovering opium delinquents. If it happens that any of the subordinate officials are found to be opium smokers, his Excellency is determined to send them to the Government Anti-Opium Bureau and remove them from office.

MEETING OF ANTI-OPIMUM ASSOCIATION. Yesterday, at a meeting held in the Canton Anti-Opium Association, it was stated that, during the course of last week, the detectives employed by the Association arrested nineteen opium smokers for smoking opium without the necessary wooden board licence and seized forty-two sets of smoking apparatus. The offenders have been sent to the Police authorities to be dealt with. At the meeting it was suggested that the Association should communicate with the Canton Chamber of Commerce and the Canton Self-Government Society informing them of the present critical condition of affairs in connection with the deadlock in the opium trade brought about by the import dealers of raw opium refusing to order the drug from Hongkong owing to the enforcement in Canton of the regulation having reference to the triple permit question and the subsequent arrest of one of the dealers. The meeting suggested that the Association should be taken to deal with the Chuan Fook Cheong, the opium merchant here, who refused to apply for the permits to cover the sale of raw opium as required by the officials and whose arrest was brought about in consequence.

FIRE-INSURANCE IN JAPAN.

FINANCIAL CONDITION OF THE COMPANIES.

In view of the severe blows inflicted on the various fire insurance companies in Japan during recent years, capped by the disastrous conflagration in Osaka recently, it is interesting to note the financial standing of the Japanese fire-insurance companies as published by the *Yokohama Chronicle*. The introduction of fire insurance in Japan dates back only to 1887, and though this branch of business has made phenomenal progress during the interval that has elapsed the business, financially considered, has not yet been placed on a solid foundation. The following table gives the number and amount of policies in force at the end of each of the last ten years:—

	No. of Policies.	Total Amount.	Average Value of Policies.
1898.	111,901	¥12,856,000	¥115
1899.	121,837	¥17,054,000	¥140
1900.	241,841	¥31,206,000	¥129
1901.	281,070	¥47,852,000	¥170
1902.	415,227	¥68,414,000	¥165
1903.	470,255	¥92,416,000	¥197
1904.	558,100	¥131,409,000	¥235
1905.	741,521	¥171,883,000	¥232
1906.	834,000	¥184,404,000	¥221

The great increase in the total amount of policies in recent years may be attributed to the construction of factories, warehouses, and other large buildings. At the same time, the comparatively small figure at which the average amount of the policies remains may be explained by the fact that the cost of most Japanese buildings is low, and they are insured for only a small sum. Now it will be instructive to look into the financial standing of the insurance companies as shown by the following figures:—

	Paid-up Capital.	Legal Reserves.	Other Reserves.
1898.	¥3,400,000	¥1,207,000	—
1899.	3,450,000	1,514,000	—
1900.	4,003,000	1,770,000	—
1901.	4,007,000	1,619,000	—
1902.	4,137,000	1,834,000	—
1903.	4,450,000	2,450,000	—
1904.	5,427,000	2,439,000	—
1905.	6,449,000	2,809,000	¥4,575,000
1906.	7,523,000	3,709,000	5,172,000
1907.	10,626,000	4,049,000	2,995,000

During the ten years under review the total value of policies issued showed an increase of more than ten fold, but the reserve funds have not increased four fold. This state of affairs can hardly be regarded as satisfactory, remarks the *Yokohama Chronicle*. The revenue and expenditure of the Japanese fire-insurance companies for the five years ending 1907 are shown below:—

	Premiums.	Interest.	Other Income.	Total.
1903.	¥4,000,000	¥144,000	¥136,000	¥4,280,000
1904.	4,331,000	150,000	140,000	4,621,000
1905.	5,044,000	160,000	160,000	5,364,000
1906.	6,100,000	170,000	160,000	6,430,000
1907.	6,225,000	180,000	154,000	6,559,000

From a perusal of the figures quoted above it will be seen that the Japanese insurance companies are not yet able to pay their business expenses out of the interest accruing from the funds in their possession, and that the expenditure is being met every year out of the premiums collected. It is not surprising, therefore, that the companies, they are involved in considerable financial difficulty. The accounts for 1907 show a deficit of more than ¥800,000, owing to the Hakodate fire. Since then there have been disastrous fires at Niigata and at Osaka, and there is little doubt that when the returns are published, these fires will be found to have proved serious blows to the insurance companies. The most serious defect of the fire-insurance business in Japan is that it is not founded on a solid and scientific basis. The rate of premiums charged is of a more or less haphazard nature, and is subject to constant change. If fire insurance is to be conducted in the precarious manner characterising it at present, concludes the *Yokohama Chronicle*, it will soon be time to think about the advisability of a municipal or State monopoly of the business.

It is reported that addresses are being given in Tientsin among the gentry, commerce and educational spheres on the evils of trading in certain foreign goods and that the policy is attracting many adherents.

SANITARY BOARD.

CHINESE MEMBERS' RESIGNATION.

14th inst.

It will be learnt with regret that one of the Chinese members on the Sanitary Board has decided to resign. In fact, the member's letter of resignation was actually sent in to Government last Wednesday forenoon. When it became known that Mr. Ho Kom Tong, the Chinese member in question, had determined to sever his connection with the Sanitary Board, a member of the staff of the *Hongkong Telegraph* called upon that gentleman to obtain verification of the report, with the result that the news, which was discussed in a small official circle, was confirmed. While freely conversing with our representative on the numerous topics of the day engaging the attention of the Board, Mr. Ho Kom Tong preferred not to be plagued with questions when they appeared to his personal relation with that consultative assembly of Government. Pressed for the reasons which led him to a decision that must ultimately be "to the loss of the community," as our representative put it, Mr. Ho Kom Tong replied: "Pressure of business and other considerations led to my decision."

What other "other considerations" were the pressman did not venture upon an inquiry. It was on the resignation of Mr. Fung Wa Chun that the vacant seat was offered to, and accepted by, Mr. Ho Kom Tong. That Government exercised a wise discretion in that gentleman's appointment, his short connection with the Board will have furnished abundant evidence. On many and varied occasions before his nomination to the Sanitary Board, Mr. Ho Kom Tong by his intimate acquaintance with the Chinese and the influence he is capable of commanding, has rendered services in the cause of the public health and for the benefit of the community that were worthy of more liberal recognition. His public-spiritedness is not capable of easy replacement, and if it be possible the Government will stand to gain if the retiring member could be persuaded to reconsider his decision.

THE MORPHINE HABIT.

"INFINITELY MORE DELETERIOUS THAN OPIMUM."

14th inst.

In a leading article, the *Singapore Free Press* says:—

It is gradually beginning to dawn on those who control the anti-opium movement in Europe that there are worse things than smoking opium—to wit, morphia. In the *Christian* of July 8, the honorary secretary of the Edinburgh Committee for the suppression of the Indo-Chinese Opium Traffic, Mr. G. S. Muir, writes at some length with reference to the morphia habit, and quotes from the evidence taken before the Straits Commission, asserting to the verdict of the report that the use of morphia by injection is "infinitely more deleterious than opium." The depth of degradation reached by the wretched victims of the morphia habit will not be credited, even in the Straits, except by those who have been brought into close contact with them. "Infinitely more deleterious than opium." And although this does not make the evils from excessive opium smoking any less, yet it alters the proportion of evil between the opium habit and others. To spend time and money in denouncing opium, when the use of morphia is prevalent, is like a crusade against cigarette smoking by infants who live in the back-lane slums of Singapore, and die by the score of consumption and preventable diseases. The risk of replacing the opium habit by the morphia habit is one to be brought prominently before those who hastily, though doubtless conscientiously, oppose the former. We quote some of Mr. Muir's article, adding that the matter of legislating against morphia will shortly come before the Straits Council:—

The habit began amongst the Chinese in Malaya, about ten years ago. It is supposed to have originated through the introduction of morphia pills, and by the use of the opium habit, it spread rapidly, assuming chiefly the form of subcutaneous injection. Its ravages became so apparent, and it seemed such a dangerous enemy of the opium revenue, that an ordinance against it was passed. This checked it to some extent, but still exists. Mr. Alexander Gentle, Coroner and ex-President of the Municipal Commissioners of Singapore, when giving evidence before the Commission, said: "About two years ago, the number of corpses I found with injection marks upon them was very great indeed. The habit has somewhat decreased since, but recently."

TYPICAL CASE. A man who lived four and a half miles out was found dead in his sleeping place, and every part of his body was found marked with injection scars. How did this man in that out-of-the-way place get the injection? His brother said he went regularly into Singapore, was injected with morphia, and walked to his hut. That went on every twenty-four hours. At last the day came when he had so enfeebled himself that he died.

The manufacture of morphia as an article of commerce began in Edinburgh, and at one time two firms in that city and one in London may be said to have made sufficient to supply the world. But the drug is now produced in Germany and America as well, and being thus an international problem, its restriction is more difficult. The authorities of the Straits Settlements are puzzled how to deal with the import. The post office was a usual method of communication, but measures have been taken to prevent that. Dr. D. K

The Habeas Corpus Act.

APPLICATIONS AT THE SUPREME COURT.

CAN A PRISONER BE DISCHARGED IN A COURT-YARD?

Applications were made at the Supreme Court last Tuesday, the Chief Justice presiding, for a rule directed to the Captain Superintendent of Police to show cause why he should not bring up the bodies of prisoners at the Central Police Station to be discharged.

In the first case, Mr. M. W. Slade appeared on behalf of a Chinese woman named Sung Yau Shih, who had been arrested a few days ago in consequence of an order for banishment issued against her. Counsel stated there were no legal proceedings of any kind. The woman was simply arrested and detained, not actually in gaol, but on the premises of the Central Police Station. An order for banishment for a term of five years was made against her on an alleged charge of being concerned in gambling. There were several Ordinances dealing with the question of banishment. The most important of these was Ordinance No. 1882, Section 4 of which gave the Governor-in-Council power to deport an alien and fix the date of the departure of the person from the Colony. The ground of the application was that both the Ordinances confined the power to aliens. The application made it quite clear that the prisoner was a natural born subject of the British Government.

Further consideration was deferred till Friday morning.

In the second case, the matter before the Court concerned a man named Sun A Wan. Mr. C. J. Alabaster, instructed by Mr. H. L. Denney, Crown Solicitor, acted in the absence of Sir Henry Berkeley, K.C., Acting Attorney-General, for the Crown. Mr. M. W. Slade, instructed by Mr. Otto Koenig, Sing, appeared on behalf of the prisoner.

From the affidavits filed in Court, it appears that on the 10th June last, an armed robbery and murder were committed on the *Nam Sing*, in which prisoner is said to have been concerned. The prisoner had been duly brought before a Police Magistrate and was remanded pending the arrival of witnesses. On the 4th of August last, prisoner was brought before the Magistrate, presumably to be discharged, but he was again committed to prison. On the 10th of August, prisoner was discharged, but was immediately re-arrested on discharge on a charge of armed robbery in a house in China. Prisoner denied that he was a political reformer.

The defence based their argument on the fact that the proceedings were held in that they were held in the courtyard of the prison and not in a proper Court-room.

Mr. Alabaster—Prisoner was discharged. He was as free as the Magistrate, solicitors and other persons present.

The Chief Justice—That is not sense. A prisoner cannot be free until he is out of prison. He must be free from the terror of the law.

Further argument was heard and the case adjourned.

ICY QUESTION IN HOT WEATHER.

IMPORTANT JUDGMENT ON TECHNICAL POINTS.

The Court of Appeal in Hongkong delivered interesting judgment yesterday in the celebrated *Ice Case*, in which the Hongkong Ice Company, Limited, was successful against Messrs. Arnold, Karberg & Co. The plaintiffs claimed \$100,000 damages because, it was alleged, the plant supplied by the latter did not accord with the original requirements.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeill, from Shanghai, and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

In the course of a lengthy judgment the Puisne Judge, after giving the meaning of the word "clear" as appearing in the warranty, said there was as far as he could see no evidence at all that the adjective "clear" had in the ice trade any other than its ordinary meaning. It would certainly be difficult to say from a certain passage in Borsig's catalogue whether the words "clear" and "transparent" were opposed to one another or not. On the whole he was inclined to think they were not. The suggestion made on behalf of the defendant amounted to this, both parties to the contract were well aware that all can ice was inferior to plate ice. They knew that the Hongkong Ice Company made plate ice which had no core, and that Borsig's plant produced can ice which had a core. When they agreed the one to sell and the other to buy a can ice plant warranted to produce ice equal in clearness to that of the Ice Company, they had in contemplation that it would produce ice of an entirely different kind from, and for clearness in no way comparable to, the Ice Company's ice. It would follow from this that when Mr. Rennie made his contract with Jardine, Matheson and Company and gave a similar warranty of clearness for the ice he was to supply, he knew perfectly well that it was a warranty he could never fulfil. He could not put this construction on the language used. This much was at any rate certain, either they did not really know much about the different systems of ice plant and their respective products and were content to give and receive guarantees in a somewhat unbusinesslike manner, or they used words in a sense very different from the usual meaning of those words, or they really believed, whether wisely or prudently or not, that with an up-to-date and scientifically constructed plant they could turn out ice as clear and transparent as every part of the plate ice. He was inclined, to accept the last of these alternatives. His Lordship went on to say that it followed that the ice produced did not come up to the warranty and he found this as a fact. The plaintiffs never got the ice they bargained for, and he saw no reason why they should be obliged to take a quality of ice entirely different to that for which they had contracted and which they did not want. To put a new sort of ice of inferior keeping quality on the local market in the face of the powerful competition of the Ice Company's ice was a thing which they were not called to embark at any rate on their own risk. There was a clear breach of warranty. On the question of special damages he reserved judgment.

The Chief Justice animadverted on the manner in which the case had been conducted and said the case had been fought with an acrimony that was absolutely unnecessary. He held that the case for the plaintiffs was made out, and said the Court had yet to consider the question of special damages. It was a question they could not at present agree upon, but they hoped in the course of the next week to do so, when they would add to their judgment in chambers. For the present judgment would be for plaintiffs with costs of the machine, exclusive of the question of profits, which would be referred to the Registrar to report. They would add to their judgment in chambers whether they could allow special damages or not.

A PARTNERSHIP DISPUTE.

CLAIM OF \$10,000.

In the Supreme Court, last Tuesday, before the Chief Justice (Sir Francis Pigott) Ng Tek Tong, of 77, Bonham Street West, brought an action against Wong Cheung Cho, of 36, Bonham Street West, to recover the sum of \$10,000, being the amount found due to the estate of Ng Kim Wan, deceased, on the taking of accounts before the Registrar, together with interest thereon at the rate of 8 per cent. per annum from the 27th October, 1899, the date of the death of Ng Kim Wan and that the costs of the action be paid by the defendant.

Mr. M. W. Slade, instructed by Mr. C. E. H. Bayley (of Messrs. Wilkinson and Grist) appeared for the plaintiff. Mr. Eldon Potter, instructed by Mr. P. M. Hodson (of Messrs. Ewens and Harston) was for the defendant. The statement of claim stated that the plaintiff was the executor of the will of Ng Kim Wan, alias Ng Kim Guan, alias Piao Kee, deceased, which was proved by the plaintiff on the 7th February, 1907. Ng Kim Wan was in his lifetime a partner with the defendant and others in the business of the Yuen Shing firm at Bonham Street and owned one-fourth of the share (\$10,000) of the business. Ng Kim Wan died on the 27th October, 1899, but since his death, no winding-up of the business had taken place. In 1903, an account of the partnership dealings and of the profits due to the estate of the deceased was rendered to the family of the deceased showing a sum of \$17,797.74 due to the estate, consisting of capital subscribed by the deceased to the business and share of profits. No portion of the sum had been paid, though repeated applications had been made, neither had any account been furnished of the partnership dealings of the firm since 1903.

The statement of defence set out that defendant admitted that he was one of the managing partners of the Yuen Shing firm at the time Ng Kim Wan was a partner. Every year, an account was taken of the assets and liabilities of the business and rendered to the family of the deceased. The firm ceased to carry on business in January, 1904, but the sign-board was retained for the purpose of getting in the outstanding debts and the whole business was wound up with the assent of the partners, as it was found impossible to collect the debts due to the firm, which could not meet its liabilities. The original capital of over \$4,000 was thus not only lost but there were liabilities and debts amounting to Taels 7,000.

Judgment was reserved.

TRADE-MARK DISPUTE.

FINDLAY, RICHARDSON & CO. v. FUJII JIRO-SUKE.

The decision is published in the *Official Gazette* on the 6th instant of the Patent Bureau in a petition filed by Messrs. Findlay, Richardson & Co., No. 6, Yokohama, against Fuji Jiro-suke, Rokkakudori, Takakura, Kyoto, for the invalidation of the registration of a trade-mark No. 35,169 held by respondent. The petition was upheld, and the registration of the trade-mark in question declared invalid.

Petitioners maintained that the trade-mark in question not only closely resembled the trade-mark No. 16,176 held by them in design, but in both marks the Wistaria blossom formed an essential part of the design, and appellations were alike. Respondent having applied for the registration of his trade-mark after the trade-mark held by petitioners had been registered, trade-mark No. 35,169 was a violation of Nos. 3 and 4 of Article 2 of the Trade-mark Law, and the registration should be declared invalid in accordance with Article 10 of the same law.

In reply, respondent contended that his trade-mark had been registered after inspection by the Examiners in the Patent Bureau, so that it was to be assumed that the two trade-marks did not resemble each other as alleged.

The authorities of the Patent Bureau upheld the petition and ruled that the two trade-marks closely resembled each other in design, and had a similar appellation. The application for the registration of No. 35,169 was made on September 26th, 1908, while the trade-mark No. 16,176 was registered on August 15th, 1901, and both were used for the same description of merchandise. Consequently the trade-mark held by respondent fell under the category of No. 4 of Article 2 of the Trade-mark Law, and its registration should be declared invalid in accordance with Article 10 of the same law.

Petitioners' demand relating to the recovery of the cost of the proceedings was dismissed. It was stated that this point was to be decided by the Chief Tribunal, and such a demand should not have been made by petitioners.

DEARTH OF JAPANESE SPINNING OPERATIVES.

FEARED INCREASE IN COST OF YARN.

The *Osaka Asahi* notes that the dearth of cotton-spinning operatives is becoming very pronounced of late, and new mills just completed are unable to carry on full operations. For instance the Akashi mill, of the Settsu Spinning Company is equipped with eighty spinning machines, but not more than fifty can be operated, owing to shortage of hands, while night work is completely suspended. Usually in such circumstances a struggle goes on between spinning companies, each endeavouring to operate the others to change their situation, but it has been discovered from past experience that such a struggle is futile, as trained operatives who are easily induced to leave their places are unlikely to remain long with their new employers. This fact has led the companies to direct their attention to the interior, whence operatives are now being recruited. The expenses incurred in engaging an operative from the interior amount to about Y20 and the term of service is from six to twelve months. This will naturally tend to increase the producing cost of yarn. Spinners are therefore much concerned as to measures for improving the condition of the operatives in order to retain them longer. Many are convinced that excessive tasks are imposed on the operatives, who are now compelled to work eleven or twelve hours a day in factories at a temperature often of more than 100 degrees F. But no spinning company will date to take the lead in reducing the number of working hours, owing to the increase in the producing expenses of the yarn which would ensue. The companies are fully aware of the disadvantages caused by their operatives failing to remain in their service for more than a year, not the least being that the latter have no chance of becoming skilful so that on the average no more skill is shown than five or six years ago. In fact, an actual retrogression is observed. The low quotation for rice now prevailing tends to induce the farmers to send their daughters to factories with a view to adding to the family income. How long this condition will continue it is impossible to foresee, but it is feared that the dearth of operatives may increase, and as already mentioned, spinners are directing more attention to the improvement of conditions in the factories.—*Yamanashi Chronicle*.

ISSUE OF CHINESE BANK NOTES.

PROVISIONAL REGULATIONS OF THE MINISTRY OF FINANCE.

The following provisional regulations, issued by the Ministry of Finance with Imperial sanction for controlling the issue of Chinese Bank Notes, have been officially communicated to the P. & T. Times:

1.—The notes effected by these regulations are bank-notes, whether printed or in writing, for integral sums, containing neither the name of the payee nor the date, nor place of payment in any currency notes.

2.—Notes in writing which include fractional amounts or which bear name of payee and the date and place of payment, i.e., cheques and drafts, do not come under these Regulations. 3.—Before any bank is allowed to issue currency notes, a substantial guarantee must be obtained in the shape of other banks who will be bound to make good the value of the notes in the event of any loss. But officially established banks are not thus restricted.

4.—Cash-shops with sign-boards, which issue cash notes, as well as other sorts of notes, are allowed temporarily to continue as before, issuing notes, provided they can obtain five reliable mercantile firms to guarantee in case of loss to make good the value of the notes issued. But such cash-shops, in addition to sending in reports to the local officials for registration to the Board of Finance, must also register with the Exchange Bureau, must observe the new regulation as regards all matters affecting the issue of notes.

5.—All banks at present issuing bank-notes and not registered shall, within six months from the date of the receipt of the dispatch, at once take steps to collect the capital and must apply to the local authorities for registration at the Board. After the expiration of the time limit, the bank which have not thus applied for registration will be compelled to withdraw all their notes from circulation within a stated period and will be fined by the local officials in accordance with regulation No. 18.

6.—All firms, other than banks now issuing bank-notes must gradually call in their whole issue by the end of the 5th month of 1910. Those firms who have been unable to call in the whole issue within the time limit are allowed to establish banks separately from their business and to register such banks in accordance with the regulations.

7.—No bank or firm carrying on a banking business whether official or mercantile, opened after the publication of these regulations, shall issue banknotes.

8.—After the publication of these regulations, those banks permitted to issue notes must not let their issue exceed the amount of notes at present in circulation.

9.—Every bank or firm issuing notes must fill in, on a form prepared by the Board, the correct number of notes they have in circulation. The correct amount in circulation is to be calculated as the greatest amount in circulation on any day of the month following the publication of the regulations.

10.—Every bank, whether official or mercantile, shall have a reserve fund to the full amount of the notes issued. Such reserve fund shall consist of forty per cent of ready money and sixty per cent of Government bonds, reliable shares, script or deposit notes. In order to facilitate inspection, this reserve fund must be kept separately in the treasury and the accounts must not be mixed up with the ordinary business of the bank.

11.—All Banks shall, beginning from next year, withdraw 20 per cent of their notes from circulation every year and within five years from the date all the notes must have been called in.

12.—Should any bank wish to call its notes in at once without waiting for the time limit to expire, such bank can arrange with the Ta Ching Bank to deposit satisfactory securities and borrow a sum of money which can be repaid in annual instalments at a low rate of interest.

13.—In the districts where a new coinage may hereafter be adopted, if there should be any issue of notes having an injurious effect on the subsidiary coinage (such as for instance cash-notes of different notes and notes in dollar coin) the Board when the time comes they will make special arrangements to deal with this question.

14.—From next year every bank must each month report to the Board, on a form supplied by the Board, the amount of notes issued that month and the amount of reserve held.

15.—The Board shall send officials to the official banks to make investigation from time to time and in the event of their reserve funds not corresponding to the amount of the notes issued by them, or their having made untrue reports of their assets, broken the regulations, they shall be punished by the Board.

16.—Mercantile banks will periodically be inspected by representatives of the local officials and of the Chamber of Commerce. If the reserve is insufficient or the returns inaccurate or other abuses are disclosed, then the matter will be reported for inquiry by the Board.

17.—The regulations for periodical inspection will be carefully considered and drawn up by the Board for the guidance of all parties.

18.—Any slight breach of these regulations will be punished by the local officials by a fine of not less than 500 and not more than \$500. Any serious breach will be reported by the local officials to the Board.

19.—These regulations are for safeguarding the coinage and protecting commercial interests. If any one should take advantage of the time to extort, then the banks can directly petition the Board or the High Provincial Authorities, who, after a careful examination of the facts, should severely deal with the offender. The banks are also at liberty to petition the local officials to punish severely those people who spread rumours and stir up trouble.

20.—In the event of any amendments having to be made to these regulations or if they should be suspended or abolished, then the Board will consider and deal with the matter.

AN ABSENT DEFENDANT.

WOMAN SUED FOR MILK SUPPLY.

In the Summary Court, this morning, the Dairy Farm Company proceeded against Mrs. Miller, a woman residing at No. 14, Wyndham Street, to recover the sum of \$53.85, being the amount due for milk, chickens and capon supplied to the defendant.

Defendant was absent when her name was called and judgment was entered accordingly.

HONGKONG will rejoice that its former Governor, Sir Matthew Nathan, G.C.M.G., has been singled out for appointment to the Secretaryship of the Post Office. That position is a very arduous and onerous one, and in Sir Matthew the department obtains a singularly hardworking and remarkably shrewd and able official. The Post Office nearly always goes outside its own ranks for filling this appointment, and it has been well served in so doing. As someone has said, many industrious officials are let at tasks so monotonous that they cannot always see the wood for the trees.—*L. & C. Express*.

"IN COMMITTEE."

Those who are sufficiently interested to follow the proceedings, from time to time, of the Legislative Council of the Straits Settlements, will have noted the clockwork simplicity with which many new Bills are passed into law. Although complete unanimity on any one measure rarely exists between Unofficial and Official members, there are times when Bills are subjected to not more than merely "mild criticism" from those who sit to the left and the consequence is that First, Second, and Third Readings follow at successive meetings of the Council as a matter of course. On the other hand there are Bills which from the first must be regarded as of a highly contentious character. These are generally known to those, say, whose interests are confined more particularly to what goes on at the Cricket Club, than what takes place in the Legislative Chamber—that the points at issue in a contentious measure are not thrashed out until the Second Reading stage is reached. The Second Reading passed, there is even more thrashing out when the Bill is taken in committee. In the debates on Second Reading, it may be said, only generalities and questions of principle are discussed, but in committee the actual details of the Bill are dealt with, its flaws removed, and its defects remedied.

All this, as we know, takes time, and very valuable time at that. There are those rare occasions, when, to the disgust of the Unofficials, and against their loud protest, new Bills of an important character are, in accordance with the instructions from the Secretary of State, "rushed through." These times the first and second readings, committee, and third reading are all taken at the one meeting of the Council, and the Bill virtually becomes an Ordinance on the day.

This "rushing through" process, to which the Straits Government has sometimes resorted, is fascinating to one who has seen the laborious progress of the Parliamentary Machine at home. The beautiful simplicity of the Colonial method stands out in marked contrast to what takes place at Westminster. The fact that there is no Second Chamber over here is in itself a most tremendous one.

Leaving aside the question of the wearisome length of debates in the House of Commons, the enormous amount of time devoted to the consideration of Bills in Committee is worthy of notice. It has been said, time and again, that the real business of Parliament is done in committee, and one is inclined to agree with the assertion. It is a very "real" business indeed.

The committee rooms of the two Houses of Parliament are over twenty in number, and the proceedings therein occupy the time and attention of a vast number of people. This is in relation, more particularly to Local Legislation—meaning by that the Bills introduced into Parliament by municipal corporations, railway companies, &c. (the latter being the exception).

In the first place there is a small army of Parliamentary Agents always in attendance. They are the necessary intermediaries between the promoters of Bills and of Parliament itself. Their duty it is to see that all necessary formalities are complied with, that the way is properly paved for the progress of the Bill through the two Houses, and that no loophole is left for a Bill to be thrown out on a technical point.

The committees themselves are composed, as a general rule, of members of the two Houses specially qualified, from experience, to deal with certain subjects. The time they devote to this work—very arduous work it should be said for them the gratitude of the nation at large, and not merely the pecuniary thanks of mere industrial communities.

Then there is the Parliamentary Bar. (This has no connection except at the all-night session half-hour intervals with the other "bars" conveniently situated in the corridors adjoining the committee rooms). The Parliamentary Bar is undoubtedly a great institution. The stranger opens his eyes pretty wide when a bearded and begowned barrister passes by, and someone observes: "That is Mr. So-and-so, K. C. He is making between £30,000 and £40,000 a year in the Parliamentary practice." Yet this is the case in respect to one eminent person in mind. There are several others who make handsome incomes, and who, like certain of their brethren whose names are names to conjure with in other legal spheres, would turn up their noses at being made a judge, with a salary of merely £5,000. It is, one might say, a matter of taste.

Then, behold a Parliamentary Committee in the throes of dealing with a local Bill. A County Council wants to deal with a pressing problem of water supply by forming a Water Board. We have counsel urging on the committee reasons why the said Board should be formed. Counsel, similarly, contends fiercely for preserving the existing rights of this or that rural, or urban district Council, water company, or what not. Hosts of witnesses are called for and against the scheme, which has to be explained in the most minute detail, and in the end the committee has to make up its mind whether the case has been proved for or against. Plans, photographs, facts and figures are produced in rich profusion; and finally after, sometimes weeks of talk, the parties concerned bear, with a sigh of relief (or of regret, as the case may be) the words from the lips of the Chairman. "We find the preamble of the Bill proved, and it will be reported to the House for third reading."

Then, behold a Commons Committee. The whole thing has to be gone through with again before a committee of the House of Lords. No wonder one sometimes hears of "tired legislators."—*H. in Singapore Free Press*.

A SUIT THAT DID NOT FIT.

TAILOR VS. CUSTOMER IN THE SUPREME COURT.

In the Summary Court last Wednesday, A Hoy, an out-fitter of 50, Connaught Road Central, brought an action against Mr. L. O. Herrera, Consul-General for Panama, residing at Astor House, to recover the sum of \$25, being the price of a suit made to the order of the defendant. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, while Mr. F. X. d'Almeida (of Messrs. d'Almeida and Smith) represented the defendant.

The plaintiff testified that, on the 10th March, he made a suit to the order of the defendant, who had been duly delivered to the latter. Defendant expressed satisfaction with the outfit but had since failed to pay the plaintiff the price of the suit.

The defence was that the suit did not fit. Defendant over and over again approached the plaintiff to have the suit made to fit properly but the latter flatly refused on each occasion.

During the proceedings, defendant tried on the suit in presence of the Court, when one sleeve was found shorter than the other.

Some discussion took place over the words "To be very well made" written by the defendant supported by his signature. With regard to this, defendant said he was not an Englishman and some misunderstanding might have possibly been caused owing to his imperfect knowledge of English.

Judgment was entered for the defendant with costs.

A TIMBER DISPUTE.

AN ECHO OF THE "YING KING'S" LOSS.

In the Summary Court, last Monday, before Mr. Justice Gompertz, Puisse, a claim was brought for breach of contract by the Chan Tai Kai firm, "copiers" of 135, Des Voeux Road, against the Yu Hing Loong firm, timber dealers, of 320, Shanghai Street, Yau-ma-tei, to recover the sum of \$992.50 as damages for breach of contract for sale by the defendants to the plaintiffs of a hardwood spar. There was a counter-claim for \$323.74, amount due to the defendants for the supply of one piece of hardwood timber to the plaintiffs.

Mr. E. Davidson (of Messrs. Hastings and Hastings) appeared for the plaintiff. Mr. Leo d'Almeida (of Messrs. Goldring, Barlow and Morrell) represented the defendants. The facts of the case as outlined by the plaintiffs were that the plaintiffs had entered into a contract with the defendants for the making of a wooden vessel. The spar they contracted for was to be used in the operations. The spar delivered by the defendants was unfit for the work and was rejected. As a result, the plaintiffs were delayed five days in the operations with consequent extra expenses for cooling, junk, launch and other hires.

Capt. James Douglas, a marine surveyor, stated that on the 31st July of last year, he went to Mong-kok-stai for the purpose of examining the log, on which he subsequently made a report. An King pointed out the log to witness. He could not say the extent of the depth of the crack in the log. In the condition in which it was then, it could not be used for building purposes. It depended on the weight of a material whether its strain could be borne by the log. The price of the log was \$1.10 per cubic foot.

Further evidence was called and the case was adjourned.

THE HON. AMOS P. WILDER.

The Washington correspondent of the *Boston Transcript*, under date of July 30, gives publicity to a rumour that the Hon. A. P. Wilder, Consul-General for the United States at Shanghai, will probably be appointed to the position of Assistant Secretary of the Treasury in succession to the Hon. J. B. Reynolds. We sincerely trust that this rumour will prove to be without foundation and that Mr. Wilder may carry out his original plan and return to Shanghai late in October.—*Shanghai Times*.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadourie & Co. write this afternoon:

A very quiet week has to be recorded with practically no changes of report. Banks—Hongkong and Shanghai Banks have declined to 1905, but a firmer tendency prevails with buyers at the rate. The London quotation is unchanged at £93. Nationals continue firm and inquired for at \$64.

Marine Insurances.—Cantoners have weakened to \$180, at which sales have been effected. In the North, both Yangtzes and North Chinas are quiet at quotations. Unions are slightly firmer and have been in good demand and sales have taken place at \$840 and \$824.

Fire Insurances.—China Fires are quiet and offer at \$115. Hongkong Fires are firm and have been sold at the improved rate of \$155, and more are wanted.

Shipping.—China and Manjiares after sales at \$81, are offering at the rate. Douglases are neglected at \$16. Hongkong, Canton, and North Steamboats have weakened to \$141, at which price they are obtainable. Indo-Chinas are quiet at \$60. There are sellers in the North at \$141. Shell Transporters in favour at 70/6d. Star Ferries old and new, are unchanged and without business to report.

Refineries.—China Sugars are steady at \$147. Lyons have been sold during the early part of the week at \$25, but at the close there are sellers at \$23. Perak Sugars have been sold at the improved rate of \$13.35.

Mining.—Chinese Engineerings have changed hands at \$15. Rauba are slightly firmer and sales have taken place at \$84. Dockers, Wharves and Godowns.—Kowloon Wharves are firm and inquired for at \$60. Wha pa Docks have further declined to \$64, but buyers prevail at the rate. Shanghai Docks are inquired for at \$15.774. Hongkong Wharves are firm and can be sold at \$148.

Lands, Hotels and Buildings.—Hongkong Hotels are obtainable at \$724 for the old shares ex the dividend of \$240 per share paid on the 12th inst. The new shares are quoted at \$424, ex the dividend of 40 cents per share paid on the same day. Hongkong Lands are offering at \$104 and Humphreys Estates at \$91.

Cotton Mills.—Hongkong Cottons are in demand at \$61. The report and statement of accounts of this company, for the year ending 31st July, 1909, just issued, showed a credit balance in the profit and loss account of \$10,506.51 which is proposed to appropriate as follows:—To write off furniture the sum of \$3,200.49 and to carry forward to the credit of next year's account the balance of \$26,207.01. Ewos have buyers at \$13.64. In other Northern Mills, we take the following changes from latest mail advices to hand. International T. S. Co. Lau Kung Mow T. S. 113 and Soy Chees T. S. 445.

Miscellaneous.—China Borneos are offering at \$13. China Light and Powers are neglected at \$65. Dairy Farms are firm and wanted at \$18. Green Island Cements can be had at \$8.70. Langkats have suffered a severe decline and are now on offer at \$15.00, ex the dividend of \$12.12 per share paid on the 15th inst. Sumatras have further weakened to \$11.16 at which rate sales have taken place in the North.

Rubbers.—A moderate business has been done during the week and most shares keep steady to firm. Anglo Malays are quoted at 14/6d. Balgownie are firm at \$56. Kuala Lumpur are in demand at \$2.15. Llorrigs have been dealt in at \$13.6 during the early part of the week and at the close buyers prevail at \$13. Ragallas are on offer at \$35 (Sole).

Exchange.—The Banks selling rate on London is 1/8 15-16 on demand. The T/T rate on Shanghai is 744.

Dividends payable.—Green Island Cements, interim of 35 cents per share for account 1909, payable on the 25th inst. Highland and Lowlands, interim of 1/6 per share for a/c 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—September Settlement, 29th September. October " 29th October. November " 29th November. December " 29th December.

YARN MARKET.

17th September, 1909. Since the issue of our last report on the 3rd instant per. *DAIKU* our market has continued very quiet. Dealers are holding entirely aloof and show little or no disposition to buy and although holders with a view to make progress, are willing to meet them to any reasonable extent, no offers whatever can be induced, and business from "fire" hands, consequently, has been nil. *Re-quotes* however, amongst the

atives have been fairly large, and dealers are operating amongst themselves at more or less under market rates and clearances and exports are satisfactory. The market closes rather dull and sales of the fortnight aggregate only about 1,400 bales.

Spindle stock estimated at 30,000 bales. Sold but undelivered in the Godowns and to arrive 40,000 bales.

Arrivals.—The mail str. *Dalia* and extra str. *Cobra*, *Yokohama*, *Austria*, and *Ceylon Maru* from Bombay, and str. *C. Apar*, and *Nawansa* from Calcutta have brought in 17,101 bales for Hongkong, and 73,000 bales for Shanghai, shipments from Hongkong to Shanghai and coast ports, &c. amount to about 5,000 bales.

Shanghai.—It is reported moderately active at unaltered prices.

Japanese Yarn.—Market almost closed.

Local Mill.—No business is reported. Raw Cotton.—No stock, no receipts and no transaction either in Indian or China descriptions and the market may be considered almost closed. We quote Indian \$28 to \$5 and China \$32 to \$38.

Rupees. T/T 13 1/2 Sterling, D/D 16-15-16 Shanghai, T/T 744 Rupees, D/D 13 1/2 Sterling, 4m/1st 1/9-1/16 Japan. 24-Bas Silver 33 1/2.

POLISHWALLA AND KOTWALL, Cotton and Yarn Brokers.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1 5/8 Do. demand 8 15/16 Do. 4 months' sight 1/9 1/16 France—Bank T.T. 218 1/2 America—Bank T.T. 42 1/2 Germany—Bank T.T. 177 1/2 India T.T. 33 1/2 Do. demand 13 1/2 Shanghai

The latest Municipal loan of Singapore, amounting to a million dollars, has been covered two and a quarter times.

Five miles on Kiaming Estate was flooded last month, hence the net result from that source was only \$2,400.

A SEAMAN belonging to the s.s. *Julia* was fined \$1 at the Police Court last Monday for being drunk and incapable.

THE Waiwung has requested the Diplomatic Corps in Peking to invite the nationals to the Nanyang Industrial Exhibition.

THE Government is considering the reinstatement of Viceroy Teódo Ch'ue-shian and his appointment as Manchuria Viceroy.

A GRAND Secretary in the Grand Council lately telegraphed to ex-Councillor Yuan Shih-kai inviting him to Peking, but Yuan declined the request, is a long reply.

THE fee of one dollar payable to the Head of the Military Department for a certificate of death has been reduced, in the case of soldiers, to 10 cents in each case.

THE Ministry of Finance has informed the provincial governments that in arranging loans with the Ta Ching bank they should deal direct, not through the Ministry.

THE Ministry of Finance has reported to the Throne that poppy plantation has been eradicated in the five provinces of Hunan, Shantung, Shensi, Kiangsu and Anhui.

THE Japanese cruiser *Yamato*, which has been ordered to visit Singapore to attend the forthcoming civic celebration, is leaving Japan on the 20th instant for America.

HIS Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1909, entitled an Ordinance to amend the Code of Civil Procedure.

As the conversion of the Examination Hall in Peking into a Senate building will be an arduous undertaking, the Prince Regent has ordered the outlay to be limited to Tls. 100,000.

A LIST is published in the *Gazette* of the medicines manufactured in and imported from Europe, America or any British Colony which are exempted from the provisions of the Prepared Opium Ordinance, 1897-1909.

THE Anti-Opium Commissioners will shortly ask for an Edict to be issued prohibiting the growth of poppy, and that a proper report of the remaining stock of opium in China should be made to the Government for its control.

THE Colonial Secretary has received information from H. B. M. Consul-General at Tientsin as follows:—Quarantine inspection against Hongkong withdrawal; usual restrictions as to the importation of articles likely to convey infection being continued.

A CHINESE dispatch says that the Government contemplates appointing a high official for the purpose of visiting the South Pacific Islands and inducing the Chinese residents there to organize a Volunteer fleet of steamers. It is intended that it should be a mercantile fleet in time of peace but that it should be convertible into a naval force in the Navy.

In a pamphlet by Mr. James S. H. Umsted on "The Silver Situation," recently published in Toronto, he remarks China is moving in the direction of a standard silver coinage, and the rising activity in that vast country as well as in Japan, India, and Siam will "double the world's consumption of the white metal within a few years to figures not now possible."

WE learn from the *Osaka Mainichi* that the money subscribed by the public for the relief of the sufferers from the great fire of Osaka, including the amount directly sent to the Osaka Government and the Municipal Office and the amount contributed through the *Asahi* and *Mainichi*, now amounts to ¥700,000, which is expected to be increased to ¥800,000, as subscriptions still continue to come in.

CAPT. G. B. Mackenzie, R.G.A., on the termination of his period of service on the staff of the School of Gunnery, Shoeburyness, has been appointed to No. 83 Company, R.G.A., Hongkong. Lieut. H. S. Thompson, R.G.A., has been appointed to the Hongkong Singapore Battalion, R.G.A. Lieut. R. E. Taylor, R.G.A., has been appointed to the Hongkong Singapore Battalion, R.G.A. Capt. C. E. Ewart, R.G.A., has been appointed staff officer to the Colonial Force in the Straits Settlements.

By and by, Hongkong will have a plethora of that much-needed institution, the up-to-date and first-class restaurant. The latest which will shortly call for the people's suffrages, which is the proper word to use when it is intended to be a rendezvous for the ladies every afternoon—is the Vienna Café, situated opposite the Post Office. The house-warming takes place on Sunday next and we are assured that patrons will find there all and more than they expect. The Vienna is to be under European management and should prove a popular resort.

A CHINESE report says that recently the Shanghai and Tientsin Railway Company has been asked to construct waterworks in Chapei, and that the Viceroy fully approved of the suggestion, as he considers that the waterworks would greatly improve the sanitary conditions of Chapei, against which foreigners have repeatedly raised objections, and on which they have based their application for an extension of the settlements. The Viceroy has ordered the Shanghai and Tientsin Railway Company, Director of the Chapei Police, to go into the project and to make a report.

UNDER date Shanghai, 9th inst., Messrs. Wheelock and Co. write:—During the past fortnight there has been a slight falling off all round in the quantity of cargo offering for shipment homeward, both in tea and in general cargo, which is really only to be expected at this time of the year. Coastwise—We have sustained rather a "back" since last writing and the anticipated improvement has not materialized probably because the rice season has been retarded more than expected. In the meanwhile tonnage is looking for employment elsewhere which, however, is not to be picked up at a moment's notice, hence the weakening in rates all round.

CONGRATULATIONS were freely given on 17th ult. to Sir Thomas Buchanan on his seventy-fifth birthday. Sir Thomas started life as a clerk in the P. & O. service, went to the Far East and became chief representative in the Far East of the company when quite a young man, and worked his way up to become chairman of the company, as well as that of the London Board of the Suez Canal Company. Sir Thomas was one of the founders of the Hongkong and Whampoa Dock and the Hongkong and Shanghai Bank. It had been his hope, which by the way he has happily fulfilled, that the enterprises which he has been associated with always been successful.

DR. GAWAS Lalca, who was murdered at the same time as Sir Curzon Wylie, was insured with the Ocean Accident Corporation for £2,000. The claim for this amount was admitted by the company on 17th ult.

THE Peking correspondent of the *Fiji Shimpoo* states that, with a view to assuming an active rôle in mining, forestry, railway and other enterprises in Manchuria, America is endeavouring to purchase the district of Changpeshan, and Maershan.

THE many friends of Mr. J. M. Tavares, who recently passed through a severe attack of typhoid fever in Japan, will be glad to know that he returned to Shanghai on Saturday. He is still very weak, however, and will not be able to resume his duties for some days.—*N. C. D. News.*

THE local agent of the Chinese Engineering and Mining Co., Ltd., kindly informs us that the output of the Co's three mines for the week ending 28th August amounted to 29,234.87 tons and the sales during the period, to 29,769.10 tons. For the week ending September 4, 1909, 29,654.44 tons and the sales during the same period to 22,196.48 tons.

ELEVEN Chinese, including a woman, were arraigned before Mr. F. A. Hazeland (First Police Magistrate) in the Police Court last Monday, with gambling at No. 18, Tai Wong Street. Two of the defendants, the keepers of the gaming establishment, were remanded, while the rest were fined \$4 each.

THE Admiralty announce that an Inspector of Barge-makers is required for service at Hongkong, and the Superintendent of the various Home Dockyards have been requested to "furnish the names, together with other particulars, of suitable candidates who would be prepared to volunteer for the post.

As has been already mentioned the s.s. *Sowden* will carry out the regimental relief in the Far East in the coming troping season, and the great bulk of the drafts from the garrisons of Russia, which will leave Southampton on Oct. 1, Gibraltar, Malta, Singapore, and Hongkong, and on her return voyage she will bring back details from North and South China.

THE German *Imperial Gazette* announces the following appointments to the Orders of the Crown and the Red Eagle—Order of the Crown, First Class, the Marquis Yamauchi, Vice-Admiral in the Japanese Navy, commanding the maritime prefecture of Kure. Order of the Crown, Second Class, Mr. Naomichi Watanabe, Master of the Ceremonies at Tokyo. Order of the Red Eagle, Colonel Izumi Ando, of the Japanese Army.

THE Exhibition Bureau has decided to send Messrs. Ikeda and Shinko, engineers in the Bureau, abroad for the investigation of models for buildings in the coming Great Exhibition of Japan. They will first visit the Alaska-Yukon Exhibition at Seattle, whence Mr. Ikeda will return home; while Mr. Shinko will proceed to Europe. On his way back he will visit India and inspect the oriental style of buildings. The two gentlemen left Yokohama on the 14th instant for Seattle.

CAPTAIN Flagg of the *Kutwo* had a narrow escape from drowning at Hankow last Tuesday evening. He slipped from the pontoon during the gale and fell into the river, fortunately falling clear of the pontoon. After being buffeted about by the waves for some time he managed to reach the bank where Mr. Janitz, a tide-walker in the Customs service, helped to pull him out. The *Hankow Daily News* records, with a feeling of thankfulness, which will be shared in Shanghai, that the Captain is no worse for his nasty experience.

THE foundation stone of the No. 3 dock at the Kure naval shipbuilding yard was laid on the 7th instant with the usual ceremony. Admiral Yamamoto, Commander of the Kure Port, presiding. The new dock, which is expected to be completed in 1911. Kure is gradually becoming more and more important as a naval station, and, with its cloud of black smoke, presents a busy scene of activity to the passengers in small steamers down the Inland Sea while in its grime and clamour is in marked contrast to the other ports.

THE following are the appointments to the cruiser *Flora* on her re-commissioning for another turn of duty with the China Squadron:—Lieutenant—E. G. Jukes-Hughes (gunnery officer), E. V. Gray, A. J. London, and G. F. Edward Collins (navigation officer), Engineer, Commander C. E. Pendleton, Engineer Lieut. C. E. Sutton, Rev. P. Rowlands (Chaplain), Staff-Surgeon H. F. Fraser, Surgeon G. T. Verity, Staff Paymaster F. W. Vining, Sub-Lieutenant G. H. Palmer, Gunner R. J. Sweet and A. G. Stock, Boatswain J. E. Blaney, Carpenter H. R. Lilliecrapp.

MR. Crane's public utterances since his appointment indicate, says the *Journal* of the American Association, that he is fully impressed with the magnitude of the opportunity which offers for the extension of American influence in China, and that he is not unfamiliar with the character of the difficulties which he is likely to encounter in making that influence felt. The somewhat delicate course of the negotiations over the participation of American engineers in the pending Chinese railway loan fairly illustrates conditions calculated to test the patience, tact, and temper of the representative of the United States at Peking.

IT is formally announced that Her Imperial Highness Prince S. S. Fushimi leaving Yokohama for Europe by the *Prins Eitel-Friedrich* on the 25th instant. Her Highness will land at Genoa, and proceed overland to London, where she will join her husband, Prince Fushimi Hiroysa, who is studying naval science in England. Their Highnesses will pay an official visit to the British Royal Family, and will then travel in France, Germany, Italy, Austria, Belgium, Switzerland, Netherlands, and Russia, returning to London, whence they will proceed to America and make a call at the White House on President Taft. It is expected that their Highnesses will return to Tokyo about July next after spending some time in travel in North America.

THE following paragraph appears in the *Guillid Gazette*, the journal of the Imperial Merchant Service Guild:—Some years ago the Guild laid before the Board of Trade the circumstances attending the rescue of the passengers and crew of the French steamer *Tamara*, by another steamer belonging to Messrs. Butterfield and Swire. The result was that the French Government presented to the Captain, Captain James Warrack, a barometer, whilst a binocular glass, suitably inscribed, was awarded to Mr. Stuart Kelghly, one of the officers. A communication which the Guild addressed to Mr. Kelghly, notifying him of the fact, has been returned from the coast of China. Possibly this paragraph may catch the eye of Mr. Kelghly, who may not know of the award, and should it do so perhaps he would communicate with us.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.		APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.				
BANKS.									
Hongkong & Shanghai Banking Corporation	180,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,00,819	{ Interim of £2 for account 1909 @ ex 1/98 = \$21.72	4 %	{ \$990 buyers London £98	
National Bank of China, Limited	99,925	£3	£4	{ £4,000 £4,000 £4,000	\$30,552	\$2 (London 3/6) for 1903		\$65 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000	none	\$14 for 1907	72 %	\$180 sales	
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 160,512	Interim of 7/6 for 1908	58 %	Tls. 119	
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,464,921	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	54 %	\$824 sales	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000	\$707,657	\$12 and bonus \$3 for 1907	71 %	\$235	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$1,000,000 \$1,000,000 \$1,000,000	\$275,241	\$6 and bonus \$2 for 1907	7 %	\$115	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$168,711	\$27 for 1907	8 %	\$355 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$9,000 \$9,000 \$9,000	52,035	\$1 for 1906		\$84 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	NIL	24 for year ending 30.6.1908	7 %	\$56	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$21,170	Interim of \$14 for account 1909	72 %	\$344 sellers	
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £10,000 £10,000 £10,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/15 = \$3. 154		\$60	
do. (Deferred)	60,000	£5	£5	{ £10,000 £10,000 £10,000	£6,817	{ Final of 2/- for 1908 and Interim of 1/- for s/c 1909		70/6 buyers	
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000	£6,817	{ \$1.00 for year ending 10.4.1909	4 %	\$154	
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ \$10,000 \$10,000 \$10,000	\$1,121	{ \$0.50 for year ending 10.4.1909	34 %		
REFINERIES.									
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	34 %	\$1476	
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$155,893	\$3 for 1897		\$23 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,773	Tls. 3 3/4 for year ending 31.8.08		Tls. 325 sales	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £175,000	£11,550	{ Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 174 sales	
Rioh Australian Gold Mining Company, Limited	{ 150,000 50,000	{ £1 £1	{ 8/10 £1	{ £4,875 £4,875 £4,875	Dr. £2,191	No. 12 of 1/- = 48 cents		\$84 sales	
DOCKS, WHARVES & GODOWNS.									
Penwick (Gen.) & Co., Limited	18,000	\$25	\$1	{ \$4,500 \$4,500 \$4,500	Dr. \$7,411	\$1.75 for year ending 31.12.08		\$12	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$30,103	None		\$60 buyers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$145,162	Interim of \$14 for account 1909	12 1/2 %	\$60 buyers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,261	Final of Tls. 24 for year ending 30.4.09	64 %	Tls. 774 buyers	
Shanghai and Hongkong Wharf Company, Limited ..	38,000	Tls. 100	Tls. 100	{ Tls. 607,357 Tls. 607,357 Tls. 607,357	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	64 %	Tls. 1484 buyers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	54 %	Tls. 105 buyers	
Central Stores, Limited	50,181	\$1	\$1	{ \$50,181 \$50,181 \$50,181	\$24,611	\$1.20 on old and 60 cents on first new issue. Interim of \$2.40 on old and 40 cents on new shares for account 1909		\$724 ex div.	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000	\$19,272	Interim of 3/4 for account 1909	64 %	\$104 sales	
Tongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$5,000,000 \$5,000,000	\$26,475	60 cents for 1908	64 %	\$94 sellers	
Thompsons Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$5,486	\$14 for 1908	5 %	\$30 sellers	
Whampoa Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000 \$300,000	\$278	Interim of Tls. 3 for account 1909	64 %	Tls. 120 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 1,562,045 Tls. 1,562,045 Tls. 1,562,045	Tls. 144,404	Interim of \$2 for account 1909	84 %	\$44	
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 6,820	Tls. 5 for year ending 31.10.1908	84 %	Tls. 1364 b.	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 1,250,000 Tls. 1,250,000 Tls. 1,250,000	\$9,552	50 cents for year ending 31.7.08	6 %	\$64 buyers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)		Tls. 91	
Lao-nung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908		Tls. 1224 sellers	
Say Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 15,911	Tls. 50 for 1906		Tls. 445 sales	
MISCELLANEOUS.									
Shell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ £1,500 £1,500 £1,500	£648	15 % per share for 1908		\$10	
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000	NIL	\$1.50 or 1908	9 %	\$134 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000	\$61,128	50 cents for year ended 28.2.06		\$64 sellers	
do. special shares	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000	\$61,128	50 cents for 1908	84 %	\$94 sales	
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000	\$5,407	\$1.30 for year ending 31.7.08	72 %	\$18 buyers	
Jaily Farm Company, Limited	40,000	\$7 1/2	\$4	{ \$300,000 \$300,000 \$300,000	\$48	Final of 50 cents making 90 cents for 1908	10 %	\$8.60 sellers	
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000	\$3,755	80 cents for year ending 31.12.08	8 %	\$12	
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000	\$370	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$304	
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000	\$1,195	Interim of \$2 for account 1909	10 %	\$188 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$10	{ \$125,000 \$125,000 \$125,000	\$7,616	Interim of \$1 for account 1909	84 %	\$14 sellers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000	\$18,790	Third quarterly of Tls. 124 for account 1909	4 %	Tls. 900 sellers	
Montchapell tot Miljo, Bosch en Landbouw- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,000 Tls. 547,000 Tls. 547,000	Tls. 116,028	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14	
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000	\$1,224	None	3 %	\$9 buyers	
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000	\$1,224	None			
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000	\$1,224	None			
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	{ Tls. 24,800 Tls. 24,800 Tls. 24,800	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	44 %	Tls. 216 sales	
South China Morning Post, Limited	6,000	\$25	\$25	{ none none none	Dr. \$56,602	None		\$23 sales	
Steam Laundry Company, Limited	200,000	\$5	\$5	{ none none none	\$265	40 cents for year ending 31.5.08	7 %	\$58	
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none none none	\$172	60 cents for year ending 31.12.08	5 %	\$104 sellers	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$4,000 \$4,000 \$4,000	\$342	60 cents per ord. share for year ending 31.5.09	64 %	\$124 buyers	
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000 \$900,000	\$2,613	Final of 30 cents for 1908	64 %	\$5 sellers	
William Powell, Limited	15,000	\$7	\$7	{ none none none	\$782	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$4 sellers	
RUBBERS.									
Anglo-Malay Rubber Company, Limited (fully paid). do. (partly paid)	{ 251,000 1,021,000	{ 1/- 1/-	{ 1/- 1/-	{ none none none	none	30 % = 6/- per share for year 1908		{ £149 £149	
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ \$74,000 \$74,000 \$74,000	\$11,203	25 % for year ending 31.3.09		\$56 buyers	
Castledale Rubber Estate, Limited (fully paid) ..	6,000	£1	£1	{ none none none	none	None		{ £2.10/ £2.10/ £2.10/	
do. (contributory)	24,000	£1	£1	{ none none none	none	None		{ £2.10/ £2.10/ £2.10/	
Highland & Lowland Para. Rubber Co., (fully paid). do. (contributory)	{ 24,444 24,444	{ £1 £1	{ £1 £1	{ £6,784 £6,784 £6,784	none	None		{ £2.10/ £2.10/ £2.10/	
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	{ none none none	none	1 % for year ending 30.6.08		{ £2.10/ £2.10/ £2.10/	
Linggi Plantations, Limited (ordinary)	300,000	£1	£1	{ none none none	none	Interim of 40 % = pd. for account 1909		{ £2.10/ £2.10/ £2.10/	
do. (7% pref.)	10,000	£1	£1	{ none none none	none	7 % for year 1908		{ £2.10/ £2.10/ £2.10/	
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	{ none none none	\$5,722	1 1/2 % for year ending 31.12.08		{ £2.10/ £2.10/ £2.10/	
do. (8% pref.)	2,500	\$10	\$10	{ none none none	none	None		{ £2.10/ £2.10/ £2.10/	
Ledbury Rubber Estates Limited	67,000	£1	£1	{ none none none	none	None		{ £2.10/ £2.10/ £2.10/	
do. (contributory)	49,000	£1	£1	{ none none none	none	None		{ £2.10/ £2.10/ £2.10/	